

Tested

Rpt. 9

Date of writing report 19th February, 1959

Received London

Port of GENOA

No. 23981

Survey held at GENOA

No. of visits 6

First date 20/1/59

Last date 13/2/59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 91438 Name M.V. "RYAD" Gross tons 6181 Date of build 4-1926

Owners M.A. Bakhshab Managers - Copenhagen Port of Registry Jeddah

Engines made 1926 By Burmeister & Wain - Copenhagen Type 2 Oil Engines

No. of Main Engines 2 No. of Screws 2

No. of Main Boilers - W.P. - No. of Donkey Boilers 1 W.P. 100 lbs.

Surveyed Afloat or in Dry Dock afloat & in D.D. Nature of Survey Dkg., Adv. of CS.

Was Damage Report issued? - Int. Cert.? yes

Last Report (For Head Office only)

Hull	Machinery
BS+	MBS+ CS 1/57
SS 1/56	BS d 12/57
Dkg 6/58	TS CL p10/54
	s 1/57.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes P.4mm; S.4mm. Oil Glands - Sea Connections Good

Fastenings Good Has Screwshaft Tubes been drawn? NO Date of Examination - Has Shaft been changed? -

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (I.C.) PORT No. 7 - Good.; No.4 cylinder and cover only. Good.

1 Cyls., Covers, Pistons & Rods Nos. 2 & 4 - Good. Nos. 4 & 7 - Good.

2 Valves & Gears Nos. 2 & 4 - Good. Nos. 2,5 & 7 - Good.

3 Connecting Rods, Top Ends & Guides Nos. 1,2,4 & 5 - Good. Nos. 4 & 8 - Good.

4 Crankpins & Bearings Nos. 2 & 6 - Good.

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? The machinery of this vessel, so far as now seen, is in efficient order and eligible in my opinion to remain as Classed, with fresh record of CS (with date) when the survey has been completed, and without restriction regarding (S) Main Engine No.4 cylinder cover.

Date of Committee Decision Defered for TS (by 7.59) and SSS (without spl. adv.)

(R. Elliott) R. Elliott Engineer Surveyor to Lloyd's Register of Shipping

Noted for Header



Lloyd's Register Foundation

009311-009320-0120 1/2

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position) 2 main lubricating oil pumps (P. & S. Forward) - Good.
 2 main S.W. circulating pumps (P. & S. Forward) - Good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) 3 auxiliary oil engines (Port For'd & After, and Starboard Forward)—Good.

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
a Generators		l Generators & Governors	
b Exciters		m Motors	
c Air Coolers		n Switchboards & Fittings	
d Motors		o Circuit Breakers	
e Air Coolers		p Cables	
f Control Gear, Cables, etc.		q Insulation Resistance	
g Insulation Resistance		r Steering Gear Generators and Motors	
h Insulating Oil Test		s Navigation Light Indicators	
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to Sat. Spt.

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

NOW DONE FOR CS (WEAR AND TEAR) :- Port main engine No.4 cylinder cover found fractured between inlet valve and air starting valve pockets, now renewed with spare cover stamped thus : L.R. TEST 75 lbs. 13-8-56 G.M.-

Starboard main engine No.4 crankpin bearing and No.7 top end bearings found to have defective white-metal, now remetalled.

S.R.L. No. 166 : Starboard main engine No. 4 cylinder cover to be re-examined and dealt with as necessary by 5/59 (12 months limit).- The cover was examined at this time and found to be fractured between inlet valve and air starting valve pockets, a new cover was fitted stamped thus : M.O.T. TESTED 75lbs. 30-10-57. H.H.

It is therefore submitted that the condition of Class referred to in the special reason list be now deleted.

AUXILIARIES :- Both main sea water circulating pumps impeller shafts found badly worn, now renewed.- Starboard forward auxiliary oil engine centre cylinder liner and cover renewed, (liner corroded and cover fractured).

Port after auxiliary oil engine found to have one cylinder cover fractured, now renewed.

CONTD. 2nd Sheet.

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Survey fees D.S. = Lt. 8000
 CS = Lt. 10,000

Damage fee ...

Expenses... (See Rpt. 8)

Date when A/c rendered... 23/2/59

M/V "RYAD" (2nd Sheet).

The overdue port screwshaft survey was deferred at the Owners request until July, 1959 (see London Office letter 21-1-59).

With regard to the overdue Donkey Boiler Survey, the Owners Representative stated that the vessel would be trading in the middle East and do not intend using the boiler henceforth, and therefore declined to carry out the annual Donkey Boiler Survey at this time.

R.L.