

COPY.

Lloyd's Register of Shipping.



Port Rio de Janeiro

22nd September 1948

This is to Certify that

M. CALDWELL

the undersigned Surveyor to this Society did at the request of
The Master, Owners and Lloyd's Agents attend on board the M/V
"RIVER SWIFT", 6266 gross tons of London on the 28th July 1948
and subsequently for the purpose of ascertaining the nature and
extent of the Damage stated to occurred to 1) The Starboard
Generator on the voyage from Immingham to Buenos Aires causing
the vessel to put into Rio de Janeiro on the 27th July 1948, and
2) Damage stated to have been caused through fire and gas explosion
from cargo in N^o 2 Hold on the 28th July 1948 at 1955 hours and
again at 2300 hours, while the vessel lay at anchor off Rio de Janeiro
and 3) Damage stated to have been caused on the 6th August 1948, while
the vessel lay at anchor off Rio de Janeiro, by burning oil dripping
from the donkey boiler burner on to the tank top and consequent water
damage caused to the machinery in putting out this fire by the Fire
Brigade and Naval Salvage craft. Fire noticed at 0230 hours and all
under control at 1430 hours.

FOUND

RECOMMENDED

1) Starbd. Generator.

Ford. bearing of armature shaft
wiped.
Armature fouling the field coils
and binding wire on the armature
stripped.

Armature remove to shops for
examination. To clean up and
binding wire to renew.
Ford. bearing on armature
shaft to reset. Crank shaft
and armature shaft to line up.
Other Wear and Tear to main
machinery etc. were recommended

2) Tween decks aft of N^o 2 Bulkhead.

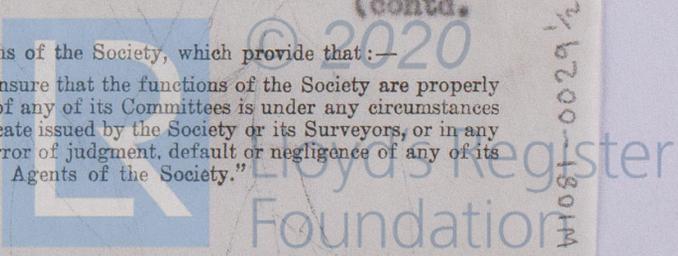
Watertight doors on bulkhead had
not been locked in position and these
had been forced open by pressure of gas
and, apparently, an explosion had
taken place in this space between
N^o 2 bulkhead and the woodscreen
bulkhead at the ford. end of N^o 3
Tween Decks.

N^o 2 Bulkhead set aft and buckled. Bulkhead and stiffeners on same
Steel screen bhd. set aft and the to fair. Screen bulkhd. to fair
wood bulkhead on p. and s. sides of and wood bulkhd. to part renew,
this broken away.

(contd.)

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
to be understood that neither the Society nor any Member of any of its Committees is under any circumstances
to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any
Book or other publication of the Society, or for any error of judgment, default or negligence of any of its
Officers thereof, or the Surveyors, or other Officers or Agents of the Society."



WRECK 2

RIVER SWIFT

FOUND

Deck (in way of saloon, Steward's cabin, pantry and alleyway between) set up slightly. One deck beam buckled. Orlop deck, in way, set down slightly.
 Vent through storeroom and away from maindeck beams. Saloon aft. (wood) hhd. broken. Steward's cabin completely destroyed, also pantry. Electric wiring generally destroyed. Telemotor pipes bent and pulled away.
 Store room shelves torn away. Orlop space and alleyway between pantry and Steward's cabin and stores damaged and destroyed.
 Ice box in port alleyway burst open. Lining, shelf and insulation destroyed.
 Hatch covers, tarpaulins and tarpaulins blown off and the tarpaulins torn.
 Hatch - similar to No. 2.
 All main and auxiliary machinery, electric wiring, dynamos and motors, switchboard, recording instruments etc. part badly damaged by fire and all damaged by being under water. Pipe joints and the piping damaged.
 Deck plates, cut for access by salvage personnel, on main deck in stard. E.R. alleyway.
 Engineer's accommodation damaged by water.

Reco..... 38,000,00
 Expenses.... 1,350,00

RECOMMENDED

Deck to be faired and covering replaced. Deck beam to be removed, faired and refitted.
 Orlop deck to be faired, with beams in way.
 Hold vent to fair and refasten.
 Saloon hhd. Steward's cabin and the pantry with shelves etc. in the alleyway between to be rebuilt. All electric wiring and fittings in way of the foregoing to be renewed. Telemotor pipes to be refitted to place and part renewed if necessary.
 Store room in Orlop space to be completely rebuilt, and stores replaced.
 Ice box lining to be renewed, shelf renewed and insulation to be replaced by new. Door to refit. Damaged hatch covers to be renewed. Tarpaulins renewed and vent covers renewed, all as necessary in No. 2 and No. 3 hatches.
 All main and auxiliary machinery, thrust and intermediate shafting, all electrical equipment, supply tanks, etc. to be opened out for complete examination. All perishable stores and equipment to be replaced.
 Deck plates to renewed or cropped and part renewed.
 To be cleaned out and repaired as necessary.
 All damaged and repaired parts in accommodation, storerooms, saloon and machinery space to be cleaned and recoated.

M. Caldwell

Surveyor to Lloyd's Register of Shipping



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 Foundation

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