

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 No 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

1) Starbd. Generator.

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

RECOMMENDED

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 No 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 No 2 bulkhead and the woodscreen bulkhead at the ford. end of No 3 Tween Decks.

No 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 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 members thereof, or the Surveyors, or other Officers or Agents of the Society."

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DECK 2

RIVER BRIFT

FOUND

in Deck (in way of saloon, Stewards cabin, pantry and alleyway between) set up slightly. One deck beam buckled. Orlop deck, in way, set down slightly. Vent through storeroom in way from maindeck beams. Saloon aft. (wood) bhd. broken. Stewards 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 and electric wiring, dynamos and motors, switchboard, recording instruments etc. part badly damaged by fire and all damaged by being in water. Pipe joints and the engine damaged.

Deck plates, cut for access by salvage personnel, on main deck in stard. E.R. alleyway. Engineer's accommodation damaged by water.

Ge Fee..... 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 bhd. 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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