

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 4396

Writing Report... 24/9/48... When handed in at Local Office... 24/9/48... Port of Rio de Janeiro

Survey held at Rio de Janeiro Date First Survey 28/7/48 Last Survey 24/9/48

on the Machinery of the Wood, Iron or Steel M/V "RIVER SWIFT"

Gross 6226 Vessel built at Glasgow By whom Harland & Wolff, Ltd. When 1915 12
 Net 5892 Engines made at Glasgow By whom Burmeister & Wain When 1915
 719MN Boilers, when made (Main) - (Donkey) 1915
 Owners Jenny S.S.Co.Ld. Owners' Address
 Managers G.J.Livanos (if not already recorded in Appendix to Register Book)
 Port London
 If Surveyed Afloat or in Dry Dock Anchorage-Afloat
 (State name of Dock.)

Port No. Port

Part of Examination and Repairs (if any) Damage.

Repairs, when made, must be reported in detail and explained in the terms of the Rules. State clearly the cause of Repairs, if any, and the nature and extent of examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of the surveyors respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he offered the vessel for this purpose, and why they were declined. copy attached

Report made by whom else? If so, by whom?

Whether personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

For what reasons? What parts of the Boilers could not be thus thoroughly examined?

What means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State date of internal examination of each boiler.

Whether examined the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Whether examined the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Whether examined all the manhole doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Whether examined all the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Whether examined all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Now been changed?

If so, state reasons.

Has the shaft now fitted been previously used?

Is it a continuous liner?

State date of examination of Screw Shaft.

State the wear down in the

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be coded from forward.

If not complete, state what arrangements have been made for its completion and what remains to be done.

SURVEY CONFINED TO THE FOLLOWING

Afloat. Now Done for Damage stated to have been caused to 1) The Stard. Generator on the from Immingham to Buenos Aires, causing the vessel to put into Rio De Janeiro on the 27th July

2) Damage stated to have caused through fire and water on the 6th August 1948, while the lay at anchor off Rio de Janeiro, by burning oil dripping from the donkey boiler burner on to tank top and consequent water damage caused to the machinery in putting out this fire by the Fire de and Salvage craft.

found that the ford. bearing of Stard, Aft generator was wiped and that the armature had been fouling the field coils, the binding wire of the latter being stripped. (This armature was being repaired at the time of the subsequent fire and water damage and is now in good condition) main and auxiliary machinery, with electric wiring, dynamos and motors, switchboard, recording instruments etc., pipe joints and piping all effected by fire and water damage.

therefore submitted that a complete survey be made of the machinery before the vessel again goes into commission.

General Observations, Opinion, and Recommendation:

The machinery of this vessel

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 2, 11, BMS 2, 11, GMS 2, 11 or BMS 140 H, 72, &c.)

and, in my opinion, be submitted to a complete examination before the vessel again goes into

Fees applied for 23/9/48
 Received by me, 19
 £ 15,000.00
 £ 850.00
 17 NOV 1948

See Aft 8

M. Caldwell
 Engineer Surveyor to Lloyd's Register of Shipping



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If so, to be sent to

N1081-0031