

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

Date of writing Report 10-9-1942 When handed in at Local Office 10 SEP 1942 (Received at London Office 11 SEP 1942)
 No. in Reg. Book. 8197 Survey held at Hull Date First Survey 4-9-42 Last Survey 9-9-1942
 on the Machinery of the Wood, Iron or Steel S.S. "RINOS" (No. of Visits 4)
 Tonnage Gross 4649 Vessel built at Sunderland By whom J. Priestman & Co. Ltd. Year. Month. 1919 3
 Net 2890 Engines made at do. By whom J. Priestman & Co. Ltd. When 1919 3
 Nominal Horse Power 384 Boilers, when made (Main) 1919 Owners' Address (Donkey) -
 No. of Main Boilers 3 Owners M. A. Embiricos Managers -
 No. of Donkey Boilers Nil Steam Pressure in Main Boilers 180 lb/sq. in. If Surveyed Afloat or in Dry Dock Afloat - Alexandria
 in Donkey Boilers - (State name of Dock) -
 Last Report No. - Port -
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) by B.S.

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, 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 summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also what special 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 latest date of internal examination of each boiler.

Present condition of funnel

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons. Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

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

Is electric light and/or power fitted

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

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

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

Now done. Pat and centre boiler safety valves examined, found in good order. Boilers examined under steam and the safety valves satisfactorily adjusted to 180 lb/sq. in. The casing gear has been refitted on all boilers.

Aft thrust shoe has been welded as a temporary repair, a new shoe has been ordered and will be fitted on vessel's return. Owners wear and tear repairs.

Ballast pump rods & bucket rods shinned, new neck and gland bushes fitted. Ballast pump examined and found in good order.

General Observations, Opinion, and Recommendation: Eligible in my opinion to

(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, B.S. 9.11, B.E.M.S. 9.11, & L.M.C. 9.11, or & L.M.C. 140 lb., &c., &c.)

remain as classed with record of B.S. 3.42 as previously recommended, subject to aftermost thrust shoe being removed before 12.42.

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ 2 : 2 : 0

Travelling expenses (if chargeable) £ :

Committee's Minute FEB 2 OCT 1942

Assigned As now subject

Fees applied for 10 SEP 1942

Received by me, 19

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John Douglas Engineer Surveyor to Lloyd's Register of Shipping.

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W116-0110

