

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 81197 Survey held at Hull Date First Survey 4-9-42 Last Survey 9-9-1942 Port of HULL
 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 (Donkey) do. When 1919 3
 No. of Main Boilers 3 Owners M. A. Embiricos Owners' Address do.
 No. of Donkey Boilers Nil Managers do. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180lb Port ANDROS Voyage do.
 If Surveyed Afloat or in Dry Dock Afloat - Alexandria (State name of Dock)

Last Report No. do. Port do.
 Particulars of Examination and Repairs (if any) By BS.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 do.

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

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

If this was not done, state for what reasons previously examined

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

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? do.

State latest date of internal examination of each boiler do.

Did the Surveyor examine the Safety Valves of the Main Boiler? Pat and cente To what pressure were they afterwards adjusted under steam? efficient - 180lb/sq"

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

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

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

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

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

Has shaft now been changed? do. If so, state reasons do.

Has the shaft now fitted been previously used? do. Has it a continuous liner? do. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? do.

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

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted do.

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

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

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

Now done
Pat and cente boiler safety valves examined, found in good order. Boilers examined under steam and the safety valves satisfactorily adjusted to 180lb/sq". 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 vessels 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 remain as classed with record of BS. 3.42 as previously recommended, subject to aftermost thrust shoe being renewed before 12.42.

Survey Fee (per Section 28) £ : : Fees applied for 10 SEP 1942
 Special Damage or Repair Fee (if any) (per Section 29.) £ 2 : 2 : 0
 Travelling expenses (if chargeable) £ : : Received by me, John Douglas
 Committee's Minute FEB 2 OCT 1942 Engineer Surveyor to Lloyd's Register of Shipping.
 Assigned As now subject
 W115-0110

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

CHARACTER	Years assigned how long	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.1. Shell		* LMC
dh with fibrous		M.S. 5.38
- 4 42.		BS. 9.40
S.S. O.S.L. N° 3. 6.30		T.S. cl. 3.42.
S.S. ANT. N° 2. 39		

Large batteries not fitted in tween deck



