

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

11 DEC 1952

(Received at London Office)

10 DEC 1952

Port of GRIMSBY.

Date of writing Report 9. 12. 52. When handed in at Local Office 19. 12. 52.

Date. First Survey 19. 9. 52. Last Survey 4. 12. 19 52. (No. of Visits 10.)

No. in Survey held at GRIMSBY.

Reg. Book. 74556 on the Machinery of the ~~Wood, Iron or Steel~~ Steam Trawler "RIVIERE"

Tonnage { Gross 226 Vessel built at Beverley By whom Cook, Welton & Gemmell, Id. When 1916 5
 Net 109 Engines made at Hull By whom Amos & Smith, Id. When 1916
 Nominal } 74 MN Boilers, when made (Main) 1916 (Donkey) -
 No. of Main Boilers 1 SB Owners Trawlers Grimsby, Id. Owners' Address -
 No. of Donkey Boilers - Managers Grimsby Industries (Trawler Managers) Id. Port Grimsby. Voyage Fishing.
 Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Afloat & Slipway - Fish Dock.
 in Donkey Boilers - (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING & B.S.
(Periodical Surveys, when held, must be reported in detail and serially 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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys.	Years unassigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1 Stm.		IMC 4,49.
Trawler 5,52.		BS 6,51.
s.s.Gms. 2nd.No. 3-		TS, CL. 6, 51.
7,44.		
s.s.Gms. 4,49.		

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? Yes.

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

What parts of the Boilers could not be thus thoroughly examined? Donkey

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? 11th November, 1952.

State latest date of internal examination of each boiler Present condition of funnel (or efficient.)

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs/sq.in.

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted. and of the Donkey Boilers?

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

Has the screw shaft now been drawn and examined? No. Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush 1/16" 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? Engine parts, when referred to by numbers, should be counted from forward. Complete.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. NOW DONE: Vessel placed on slipway. Propeller and outside fastenings to sea connections examined and found in good order.

The boiler was examined internally and externally, together with the safety valves, manholes, doors and other mountings and all found or placed in good order. The safety valves were adjusted under steam to the above pressure.

WEAR AND TEAR REPAIRS: All combustion chamber wrapper plates completely renewed. All combustion chamber back plates cropped between 2nd and 3rd rows of stays from top and part renewed. Combustion chamber girders refitted. All stays (200 in number) in way of the above renewed. All manhole doors refitted. On completion, the boiler was hydraulically tested to 200 lbs. per sq. inch. and found in good order. It is recommended that this item be now removed from the S.R.L.

General Observations, Opinion, and Recommendation:— The machinery of the vessel is in a good and efficient condition and eligible, in my opinion, to remain as classed with fresh record of B.S. 12,52.

(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 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

Survey Fee (per Section 29) B.S. £ 5: - - Fees applied for 10 DEC 1952
 Special Damage or Repair Fee (if any) £ -: - - Received by me, 19
 Travelling expenses (if chargeable) £ -: - -

Q.R. Matthews
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned Asnow, inchoat spl cdw BS 12.52



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W1634-0008

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

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