

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

JUL 14 1938

HULL

Date of writing Report 12.7.38 When handed in at Local Office 12.7.38 Port of Hull
No. in Reg. Book. 63055 Survey held at Hull Date, First Survey 6/7/38 Last Survey 8/7/1938
on the Machinery of the Vessel, Iron or Steel K. RIFSNES
Tonnage Gross 423 Net 163 Vessel built at Beverly By whom Cook Weller & Gurnell Ltd When 1932-11
Engines made at Hull By whom Amos & Smith Ltd When 1932
Nominal Horse Power 99RH Boilers, when made (Main) 1932 (Donkey) ✓
No. of Main Boilers 1 Owners Oddson & Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 2 Managers Port Hull Voyage Fishing
Steam Pressure in Main Boilers 210lb ✓
in Donkey Boilers ✓
Surveyed Afloat in Dry Dock LNER Shipway
(State name of Dock.) St Andrews Dock.

Last Report No. Port
Particulars of Examination and Repairs (if any) Docking & 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

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? Yes

" " Donkey " " " " " " " "

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 6.7.38. Present condition of funnel Efficient.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 210 lbs/sq

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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, and of the Donkey Boilers?

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓

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

Has the shaft now fitted been previously used? ✓ 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 3/32"

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 Complete.

Man Done: Vessel placed on slipway, propeller stern bush & outside fastenings examined
Near down as above.
Main boiler examined in its entirety, together with safety valves & mountings
& the safety valves adjusted under steam to the pressure stated above.
Minor repairs effected.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen is in a safe working condition, eligible in my opinion to remain as classed & have fresh record of BS 7, 38.
(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, E.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)
CS 3, 34,

Survey Fee (per Section 29) BS £ 2:0:0 Fees applied for
Special Damage or Repair Fee (if any) £ : : 13 JUL 1938
(per Section 29.)
Travelling expenses (if chargeable) £ : : Received by me, J. A. Orde
Committee's Minute FRI 29 JUL 1938
Assigned R. J. 7.38
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
W281-0017