

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

(Received at London Office

APR 24 1940

Date of writing Report

19

When handed in at Local Office

23 APR 1940

Port of

HULL

No. in
Reg. Book.

Survey held at

HULL

Date, First Survey and

Last Survey

11. 4. 1940

(No. of Visits one)

32734 on the Machinery of the Wood, Iron or Steel

S.S. "RYDAL FORCE"

Tonnage

Gross

1101

Net

556

Vessel built at

Dundee

By whom

Gordon S.B. & E. Co., Ltd

When

Year. Month.

1924-8

Nominal
Horse Power

149

Engines made at

Glasgow

By whom

N. Beattie & Co., Ltd

When

1924-8

No. of Main Boilers

2

Boilers, when made (Main)

1924

(Donkey)

No. of Donkey Boilers

1

Owners West Coast Shipping Co., Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Whitehaven

Voyage

Steam Pressure

160 lb.

Managers W.S. Kenneally & Co.

Surveyed Afloat in Dry Dock Victoria Dock.

(State name of Dock.)

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 assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1		* LMC
10,38		MS 12,35
MS 12,35		BS 10,38
		TG (CL) 10,37
Gargo battens not fitted		

Last Report No. 113068 Port Div

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

(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. *Starboard boiler only 11th April 1940* Present condition of funnel *Efficient*Did the Surveyor examine the Safety Valves of the Main Boiler? *Starboard only* 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? *Starboard boiler only*, 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? *Starboard boiler only*, and of the Donkey Boilers?

Has 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 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

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 *To complete the survey the Port boiler remains to be examined in its entirety & the safety Valves of both boilers require to be adjusted. This will be done, the Chief Engineer stated, at the first convenient opportunity.*

Work done: Starboard boiler examined in its entirety together with safety Valves & mountings, all found in good order.

Repairs effected: 4 tube stoppers used as additional stiffening drawn for examination, found in good order & replaced.

Starboard Combustion Chamber, back end, 4 stay nuts & washers renewed.

1 stay tube renewed. 12 rivets on bottom of C.S. back plate built up with Electric welding, also landing edge in way.

General Observations, Opinion, and Recommendation: *The machinery of this vessel, as far as now seen, is in an efficient condition, & eligible, in my opinion, to remain as classed, with fresh record of BS 4,40 when the Survey is completed.*

Survey Fee (per Section 29) £ 3 : 0 : 0 Fees applied for 23 APR 1940
Special Damage or Repair Fee (if any) £ : :
Travelling expenses (if chargeable) £ : :
Received by me, 19

Committee's Minute

Assigned 4 Deferred for No. 1 rc

FRI 3 MAY 1940

W. L. H. H. H.
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W289-0116