

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 Calder S.B. & F. Co., Ltd When 1924-8

Nominal Horse Power 149 Engines made at Glasgow By whom W. Beardmore & Co., Ltd When 1924-8

No. of Main Boilers 2 Boilers, when made (Main) 1924 (Donkey) Owners West Coast Shipping Co., Ltd. Owners' Address Managers W.S. Kenneally & Co. Port Whitehaven Voyage

No. of Donkey Boilers in Main Boilers in Donkey Boilers Surveyed Afloat in Dry Dock Victoria Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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.

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

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 & replaced.

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

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

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.

(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 CS 3, 34, 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ 3 : 0 : 0 Fees applied for 23 APR 1940

Special Damage or Repair Fee (if any) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Assigned 4 Defered for No. 1 oc

MAY 1940

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W289-0116