

Rpt. 8.

No. 120

(Received at London Office

1945

No. 10360

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report December 30<sup>th</sup> 1945 When handed in at Local Office December 31<sup>st</sup> 1945 Port of FALMOUTH  
No. in Survey held at May 6 Date, First Survey December 12<sup>th</sup> Last Survey December 20<sup>th</sup> 1945  
Reg. Book. on the Wood, Iron or Steel m/v "RIAN" (No. of Visits Two)

TONNAGE: — Built at Westerhuizen By whom Gebr. van Diepen When 1934  
GROSS 232 Owners D. Ruining Owners' Address (If not already recorded in Appendix to Register Book)  
UNDER DK 171 Managers (If not already recorded in Appendix to Register Book)  
NET 131 Port belonging to Leeningen

Surveyed Afloat or in Dry Dock? Afloat Name of Dock (If not already recorded in Appendix to Register Book) Destined Voyage Hayle - Maryport  
Cell/D/Bor/D/Bo feet; uE & B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 24984 Port Npt

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. 20

Was a damage report made by anyone else? if so, by whom? (initials)REPAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION.

At the request of the Bureau Representative attended on board the vessel whilst lying in a tidal berth at Hayle for the purpose of carrying out the General Examination. The vessel was found to be loaded.

NOT DONE FOR GENERAL EXAMINATION.

Examined decks, casings, latches, hatchways & coamings, ventilators & coamings, air pipes, machinery casings, sky lights & companionways, all closing appliances, steering gear & windlass generally & found all to be in an efficient condition.

Examined fore peak internally, forward accommodation space, structure in hold (as far as cargo would permit), structure in machinery space, after accommodation spaces & aft peak (Please see over).

SUMMARY OF DAMAGE REPAIRS: —	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: —
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE								
Decks	Efficient	Bulkheads	Where seen Efficient	Engine Room Skylights	Efficient	Copper, or Y.M.		
Caulking of Decks	Efficient	Ceiling	Not Examined	Coal Bunkers, Openings, Covers, &c.		(State if on Fell)		
Coamings	Efficient	Cement or Asphalt	Efficient	Oil Bunkers	Not Examined	When fitted, Month		Year
Beams & Fastenings	Where seen Efficient	Rudder	Efficient	Scuppers	Efficient	Boats	Good	
Outside Plating	Where seen Efficient	Steering gear and its connections	Efficient	Cargo Hatchways	Efficient	Masts, Yards, &c.	Efficient	
" " in way of sidelights	Not Examined	Windlass	Efficient	Hatches	Efficient	Condition, how ascertained	From Deck	
Frames	Where seen Efficient	Have pumps been examined and found efficient?		Planking		(State if wedges removed.)		
Reverse Frames	Where seen Efficient	Have Sluice Valves been examined and found efficient?		Caulking		Equipment letter		
Longitudinals		Have Watertight Doors been examined and found efficient?		Treenails		Anchors, No. of	2 Bows & 2 Aft	
Transverses	Where seen Efficient	Have Ventilators and their Coamings been examined and found efficient?		Breasthooks & Stemson		Cables (State if now ranged)	Not ranged	
Floors	Where seen Efficient	Air and Sounding Pipes	Efficient	Transoms, Pointers & Crutches		" length	Stated sufficient	
Keelsons	Where seen Efficient	Doubling Plates under Sounding Pipes	Where seen	Timbers of Frame at openings		" Rule length		
Stringers	Where seen Efficient			" " at other places		Chain Locker	Not Examined	
Inner Bottom Plating	Not Examined			Stringers, Clamps & Shelves		Hawsers & Warps	Stated Efficient	
Have the Tanks been examined internally?	Not			Salting	(State if examined.)	Standing and Running Rigging	Efficient	
Have the Tanks been tested?	Not					Sails		

General Observations, Opinion as to Class, Recommendation, &amp;c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: — "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, as far as now seen, is in an efficient condition & is eligible in my opinion to remain as classed & to have fresh record of "Examined L.R. (with date)" when the General Examination has been completed by the vessel being dry docked for examination & the holds examined internally. Also subject to intended plating (p.p.s) & set up bottom plating being dealt with as has been previously recommended.

Survey Fee (per Section 29)	£ 4 : 0 : 0	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	Received by me,	1.1. 1946
Travelling Expenses (if chargeable)	£ 1 : 12 : 0		19
Second Surveyor's Fee (if any)	£ :		

Committee's Minute.

Character Assigned

FRI. 15 FEB 1946

DUTCH VSL

As now subject

J. E. J. Caven. © 2020  
Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W300-0059



The hull was examined as far as the condition of the berth permitted & found to be efficient.

The load line marks were checked & verified with the Dutch Certificate No. 170 on board (valid until November 7<sup>th</sup> 1947).

It was stated that it was hoped to complete the General Examination by placing the vessel in dry dock in the near future.

S.R. Test    No repairs were carried out at this time but the intended plating (p+5) was examined as far as practicable & found to remain efficient. The set up bottom plating could not be examined.

F. C. I. Owen

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

## ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge .....																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

B — If this Report is copied by Copying Press, especial care must be taken that the

*If Stockless, state Mechanical Test.*