

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

(Received at London Office, 27 JAN 1946)

Date of writing Report December 30th 1945 When handed in at Local Office December 31st 1945 Port of FALMOUTH.

No. in Reg. Book. Survey held at Hayle. Date, First Survey December 12th Last Survey December 20th 1945
12869. on the Machinery of the ~~Wood, Iron~~ Steel M/V "RIAN." (No. of Visits Two.)

Tonnage { Gross 232.
Net 131. Vessel built at W. de Huizen. By whom Lebr. van Dripen. When 1934
Engines made at Köln-Deutz. By whom Humboldt-Deutzmotoren A.G. When ✓
Nominal Horse Power 35 MW. Boilers, when made (Main) ✓ (Donkey) ✓
No. of Main Boilers ✓ Owners D. Buining. Owners' Address ✓
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers ✓ Managers ✓ Port Seeningen Voyage Hayle - Hayport.
Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)
in Donkey Boilers ✓

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) GENERAL EXAMINATION & REPAIRS.

(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? ✓

" " Donkey " " " " " " ✓

If this was not done, state for what reasons? No boilers fitted.

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 ✓ Present condition of funnel Good.

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

Has screw shaft now been drawn and examined? To 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 Vent. ahead.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and ~~power~~ fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

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 it will be necessary to examine the fuel filler, aft end of screw shaft & the outside fastenings of the sea connections when the vessel is placed in Dry Dock. It was stated that it was hoped that this would be carried out in the near future.

Now Done for General Examination.

The following main engine parts which were opened up for overhaul, were examined:-

No. 1, 2 & 3 Cylinders, liners, pistons, gudgeon pins & bearings, covers, valves & valve gear.

Attached main engine bilge pump.

(See Continuation Sheet).

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as now seen, is in a good & safe working condition & is eligible in my opinion to remain as now classed in the Register Book & to have first record of "Examined L.R. (with date)" when the Dry Docking has been carried out.

(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, B.&M.S. 9,11, L.M.C. 9,11, or R.L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) <u>£ 10.00</u>	£	:	:	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)	£	:	:	
Travelling expenses (if chargeable)	£	:	:	

T. C. F. Owen. © 2020
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 15 FEB 1946

Assigned As now

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

4. Examination held &
repairs effected.

It is submitted that this
vessel is eligible for THE
RECORD. Examined LR 1245
when completed on hull
shell

11/2/46



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Lloyd's Register
Foundation

M/V "RIAN"

Now Done for CS. CONTD:

The remainder of the main engine, Clutch & operating gear, auxiliary motor & pumps were examined as far as practicable without opening up & found to be in good order.

The pumping arrangements were examined as far as practicable & tested with satisfactory results.

The generator, cables, switchboard, wiring, fuses & fittings were examined as far as practicable, the electric circuits were megger tested with satisfactory results & the installation examined under working conditions.

The main engines were examined running under working conditions on completion of repairs & all found to be satisfactory.

Now Done for Repairs.

Main Engines

Lon 1, 2 & 3 liners renewed.

Lon 1, 2 & 3 pistons renewed

Lon 1, 2 & 3 gudgeon pins renewed & bearings ground out.

A reconditioned attached bilge pump fitted.

F. C. Owen.