

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

(Received at London Office, 19 AUG 1940)

Date of writing Report

19

When handed in at Local Office

19

Port of London.

No. in
eg. Book.

Survey held at London.

Date, First Survey and

Last Survey 27-7-1940

(No. of Visits one)

3078 on the Machinery of the Wood, Iron or Steel M.V.

RIAN.

Gross 232.
Net 131.

Vessel built at Warkhuizen.

By whom

Geb. van Diepen.

When 1934

Nominal
orse Power 35.

Engines made at Kohn-Daely

By whom Humboldt-Deutz, m. Storen

When 1934

o. of Main Boilers

Boilers, when made (Main)

Owners' Address

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

Port Cioninga

Voyage

o. of Donkey Boilers

Managers

eam Pressure

X Surveyed Afloat or in Dry Dock Survey OK.

(State name of Dock.)

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

ast Report No.

Port

Particulars of Examination and Repairs (if any) General En.

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
repairs 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.

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

as a damage report made by anyone else? If so, by whom?

1 the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

this was not done, state for what reasons?

2 what parts of the Boilers could not be thus thoroughly examined?

3 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?

4 latest date of internal examination of each boiler

Present condition of funnel(s)

5 the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

6 the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

7 the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

8 the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

9 the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

10 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?

11 shaft now been changed? If so, state reasons

12 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?

13 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

Vessel afloat.

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

Is electric light and/or power fitted?

14 did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

16 the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the examination
the Machinery requires to be opened up & examined & the Vessel examined in dry dock

The Machinery has been examined externally and appears to be in order.

The following items have been dealt with under the supervision of the Ministry of Shipping
(No opportunity was afforded to join in the survey). Replaced that No 2 piston rings & gudgeons
have been renewed (old piston held). gasket & air inlet valve renewed. Bottom end adjusted.

No 3 Cylinder cover lifted, new gasket fitted. Exhaust manifold expansion chamber repaired.
No 2 & 3 units. Fuel pump cleaned & fuel pipes & cylinders renewed. Water circulating pump
rehailed & valve reset. Sealing rings & air chamber joint renewed. Main engine Oil pump
cleaned & replenished.

General Observations, Opinion, and Recommendation: For the information of the Committee
(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.S.M.S. 9,11, & L.M.C. 9,11, or
L.M.C. 140 lb., F.D., &c.)

L.M.C. 140 lb., F.D., &c.)

CS 3,34,

by Fee (per Section 29)

£

:

:

al Damage or Repair Fee (if any)

£

(per Section 29.)

alling expenses (if chargeable)

£

:

:

Fees applied for

19

Received by me,

19

nmittee's Minute

igned

no action

TUE 27 AUG 1940

J. Allen

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

W310-0076

As the machinery has not been
 examined under working conditions
 & no part opened up for inspection
 nothing is known by the Society as
 to the condition of the engine.
 It is submitted that in view of
 this the examination report
 should be held back until
something is known
about the condition.

GP
20/8/40