

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

25 JUL 1947

Date of writing Report.....19..... When handed in at Local Office.....JUL 1947.....  
 No. in Survey held at.....HULL..... Port of.....HULL.....  
 Reg. Book.....62465..... Date. First Survey.....and..... Last Survey.....13. 6. 1947.....  
 on the Machinery of the ~~Wood Iron~~ Steel.....M.V. "RIVER TRENT"...... (No. of Visits.....one.....)

Tonnage { Gross 246 Vessel built at Goole By whom Goole Shipbuilding & Repairing When 1935 3  
 Net 116 Engines made at Manchester Co. Ltd.  
 Nominal } 106MN Boilers, when made (Main) By whom L. Gardner & Sons Ltd. When -do-  
 Horse Power }  
 No. of Main Boilers - Owners R.H. Hunt. Owners' Address -  
 No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)  
 Steam Pressure - Port Hull Voyage -  
 in Main Boilers -  
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat - Victoria Dock.  
 (State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any) General Examination (Machy).

(Periodical Surveys, when held, must be reported in detail and serially 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 not, state for what reasons -

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 -

Did the Surveyor examine the Safety Valves of the Main Boilers? -

Did the Surveyor examine the Safety Valves of the Donkey Boilers? -

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

Did the Surveyor examine the drain plugs of the Main Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? -

Has the screw shaft now been drawn and examined? -

Has shaft now been changed? - If so, state reasons -

Has an approved oil retaining appliance fitted at the after end? -

Has stern bush -

Is electric light and/or power fitted? -

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

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done

complete.

Nothing opened up at this time.

The Chief Engineer reports the machinery is operating satisfactorily in service.

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)
+100A1 12,46		+IMC 4,40
S.S.Hul.No.1-40		TSOG(N)2,45
"Examined 5,46"		
Cargo battens not fitted.		
Coasting Great Britain & Ireland		
& Continent Brest to Hamburg.		
Oil engine.		

OIL ENGINES

CONTINUOUS SURVEY.

SURVEY CONFINED TO ITEMS BELOW.

## General Observations, Opinion, and Recommendation:

(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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel is eligible in my opinion to remain as classed with fresh record of "Examined 6,47" (12 months).

Survey Fee (per Section 29) £ : : Fees applied for  
 Special Damage or Repair Fee (if any) £ : :  
 (per Section 29.)  
 Travelling expenses (if chargeable) £ : :  
 Received by me, £ : :

Committee's Minute

Signed

TUES. 12 AUG 1947

As now, subject

L. Tait Williams

Engineer Surveyor to Lloyd's Register of Shipping.



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