Rpt. 9.

No. 54762

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

(Received at London Office 18 MAR 1948)

Date of writing Report ..... 19..... When handed in at Local Office 16 MAR 1948 19..... Port of HULL.

No. in Reg. Book. 12671 Survey held at HULL. Date. First Survey 24.2.48. Last Survey 3.3. 19 48 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel M.V. "RIVER TRENT".

Tonnage { Gross 246 / Net 116 }
Nominal Horse Power ~~106~~ 137
No. of Main Boilers —
No. of Donkey Boilers —
Steam Pressure— in Main Boilers —
in Donkey Boilers —

Vessel built at Goole By whom Goole S.B. & R. Co. Ltd. When Year. 1935 Month. 3
Engines made at Manchester By whom L. Gardner & Sons Ld. When do.
Boilers, when made (Main) — (Donkey) —
Owners R.H. Hunt. Owners' Address — (if not already recorded in Appendix to Register Book.)
Managers — Port Hull Voyage —
If Surveyed Afloat or in Dry Dock Both - River Hull & Browns Dry Dock. (State name of Dock.)

Last Report No. — Port —

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 Now expired	Machinery and Boiler Surveys (including date of N.B., if any)
~~+100A1 12.46~~	3 . 8	~~+LMC 4.46~~
s.s.Hul.No.1-40.		TSOG(N) 2,45
~~Examined 6.47~~.		
Cargo battens not fitted.		
Coasting Great Britain & Ireland & Continent Brest to Hamburg.		
		Oil engine.

Particulars of Examination and Repairs (if any) Docking, T.S. & LMC-CS.

(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 not, state for what reasons — What parts of the Boilers could not be thus thoroughly examined? — OIL ENGINES

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? — CONTINUOUS SURVEY.

State latest date of internal examination of each boiler — Present condition of funnel(s) —

Did the Surveyor examine the Safety Valves of the Main Boilers? — To what pressure were they afterwards adjusted under steam? —

Did the Surveyor examine the Safety Valves of the Donkey Boilers? — 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 the screw shaft now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No If so, state reasons — Has the shaft now fitted been previously used? — Has it a continuous liner? —

Is an approved oil retaining appliance fitted at the after end? — State date of examination of Screw Shaft 3.3.48. State the wear down in the stern bush 1/32" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ~~Yes~~ No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ~~See electrical report attached~~.

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete L.M.C.-C.S. see Form 7E.

NOW DONE:- Vessel placed in dry dock. Propeller and outside fastenings & sea connections examined. Tailshaft drawn in and examined.

Main eng:- Nos. 2 & 5 cylinders, pistons, gudgeons, connecting rods & bottom ends examined & found or placed in good condition.

Repairs:- No.5 cylinder bottom ends to remetal.

Note:- This vessel has been withdrawn from class (See Secretary's letter 12.3.48).

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.) CS 3,34,

For the information of the Committee. (See London letter of the 12th March, 1948).

Survey Fee (per Section 29) ..... £ : :
Special Damage or Repair Fee (if any) (per Section 29.) ..... £ : :
Travelling expenses (if chargeable) ..... £ : :

Fees applied for 19 —
Received by me, 19 —

Dal Bowley
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute —

Signed See memo on Hull 52436

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

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

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