

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

No. 51134

MAR 24 1941

Survey held at 21 MAR 1941 When handed in at Local Office 21 MAR 1941 Port of HULL

Date, First Survey 5.3.41 Last Survey 7.3.1941 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel SS BENIGALIS

Gross 4453 Vessel built at Rotterdam By whom Maats. Lijnden Year. Month. 1918

Net 4056 Engines made at Rotterdam By whom Maats. Lijnden When 1918

Power 435 Boilers, when made (Main) 1918 (Donkey)

Donkey Boilers ✓ Owners A. V. Storm Maats. Owners' Address Rotterdam Port Salvador Voyage ✓

Pressure Boilers ✓ Managers Rotterdam (if not already recorded in Appendix to Register Book.)

Key Boilers ✓ If Surveyed Afloat or in Dry Dock (State name of Dock.)

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

CHARACTER.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey		
<input checked="" type="checkbox"/> Date of last Survey and of Periodical Surveys.		

Report No. Port

Particulars of Examination and Repairs (if any) General Examination

al Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on being detailed in the body of the report, should be separated from Repairs due to other causes; and initials of any letters respecting this case.

ge cases where the Surveyor has not made a special damage report he is required to state whether he has examined his services for this purpose, and why they were declined.

amage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

" Donkey "

not done, state for what reasons?

parts of the Boilers could not be thus thoroughly examined?

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?

date of internal examination of each boiler

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Shaft now been drawn and examined? Yes. 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?

Shaft now been changed? Yes. If so, state reasons.

Shaft now fitted been previously used? Yes. Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

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

Is electric light and/or power fitted?

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

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

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

The instructions contained in the Nottingham Letter, reference of the 27th February, 1941, a general examination of the machinery has been made so far as practicable with a view to the transmission of the vessel for maintenance from the Bureau of the Port of London. With the exception of the 1st R.P. of the main engine no machinery was opened out. The Chief Engineer & the Bureau Superintendent have both been satisfied with the internal condition of main & auxiliary machinery. The condition of the main & auxiliary machinery is satisfactory.

Observations, Opinion, and Recommendation:—

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

Reported for the information of the Committee.

Section 29) £ : : Fees applied for

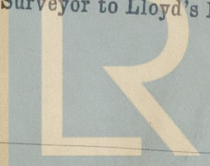
Repair Fee (if any) £ : : 19

Section 29.)

ences (if chargeable) £ : : Received by me, 19

tee's Minute

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

002374-002384-0081 1/2

of **HULL**

Continuation of Report No. 51134. dated 7.3.41.

on the

SS BENCKALIS

A translation of extracts from The Chief Engineer's log book covering the period of the last twelve months is appended & below is detailed a number of repairs found to have been put in hand on the vessel's arrival.

ENGINEERS REPAIRS.

Suction pipe line from which condensers circulating pumps to ship side valve renewed. Also one length of the discharge pipe line from pump.

Suction line to fresh water pump

Sea pump suction line to fresh water tank part renewed.

In addition to the above a number of minor repairs were effected.

A.H.S.



Machinery generally

examined.

Exercised 3.41

It appears to have been held in
two, the first in 1740 and
considerable part of
the same remained lost.
For all these improvements
having been done by
C. V. Parneggs,

[Signature]

27/30



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