

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

(Received at London Office)

Date of writing Report 30/7 1949 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book 52887 Survey held at Rotterdam Date. First Survey 19/7 '49 Last Survey 20/7 1949 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel "BENOIL"

Tonnage { Gross 7238 Vessel built at Nanconsens, BC By whom West Coast Shipbuilders, Ltd. When 1944 2
Net 4183 Engines made at Perote, Ont. By whom John Inglis Co. Ltd. When 1944

Nominal Horse Power 6284.7 Boilers, when made (Main) 1944 (Donkey) ✓

No. of Main Boilers 2 WTB Owners Ships M/S Paulsen Owners' Address _____

No. of Donkey Boilers _____ Managers Andrius Rasmussen (if not already recorded in Appendix to Register Book.)
Steam Pressure— 150 lb in Main Boilers 220 lb in Donkey Boilers _____ Port Rotterdam Voyage Curaçao

If Surveyed Afloat ✓ or in Dry Dock R'dam Drydock Co (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage, T.S.

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 Yes not required

Was a damage report made by anyone else? If so, by whom? Underwritten Surveyor

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

If not, state for what reasons _____ What parts of the Boilers could not be thus thoroughly examined? _____

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(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? Yes Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? Yes If so, state reasons cracked at forward end of the line Has the shaft now fitted been previously used? No Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 20/7 '49 State the wear down in the stern bush 2 mm Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

This is reported that the vessel has been aground on the 7th of May on a voyage from Baltimore to Antu.
Surveyor placed in drydock propeller stemnut and outside fastenings reconnections opened up screw shaft drain ext^m and found a mace good.
Crank, thrust, tunnel shafting opened up ext^m and found good
Condenser tested, circulating machinery ext^m and found in order
HP bottom end basis reinstalled HP top half of bottom end reinstalled.
Screw shaft found cracked at forward end of the line and same now replaced by a new shaft marked LLODS N^o 431 PFW 20-7-49 copy certificate is attached.
3 rollers removed and refitted on account of corroded fastenings.
Corroded auxiliary circulating pump removed.

General Observations, Opinion, and Recommendation:— Survey to be continued as desired

(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, B3 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., PD, &c.)
with notation of S new 7-49 ET.

Survey Fee (per Section 29) £/ 75.- Fees applied for 18/8 19 49
Special Damage or Repair Fee (if any) £/ 150.-
Travelling expenses (if chargeable) £/ 6.-
Received by me, _____

Committee's Minute _____
Assigned _____
FRI. 23 SEP 1949
to now
SH 7.49

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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