

## REPORT OF SURVEY FOR REPAIRS, &amp;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. Survey held at Rotterdam Date. First Survey 19/7 '49 Last Survey 20/7 1949  
52887 on the Machinery of the Wood, Iron or Steel 1/2 "BENOIL"  
 Tonnage { Gross 7238 Vessel built at Vancouver, B.C. By whom West Coast Shipbuilders, Ltd. When 1944  
 Net 4183 Engines made at Toronto, Ont. By whom John Inglis Co. Ltd. When 1944  
 Nominal Horse Power 6284.7 Boilers, when made (Main) 1944 (Donkey) ✓  
 No. of Main Boilers 2417B Owners Ships M/S Paulsen Owners' Address \_\_\_\_\_  
 No. of Donkey Boilers ✓ Managers Bendt Rasmussen (if not already recorded in Appendix to Register Book.)  
 Steam Pressure— 150 lb in Main Boilers 230 lb Port Amsterdam Voyage Curaçao  
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Rotterdam Drydock Co  
 (State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any)

Damage - T.S.  
 (Periodical Surveys, when held, must be reported in detail and verbatim 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 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? ✓

" " Donkey " " " " ✓

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 liner 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.

Vessel placed in drydock propeller stemburst and outside fastenings

connections opened up menshaft drawn out and found a model good.

Crank, thrust, tunnelshafting opened up out and found good

Condenser tested, circulating machinery out and found in order

HP bottomend basis remounted HP up half of bottom end remounted.

menshaft found cracked at forward end of the liner and same now

replaced by a new shaft marked LLODS N° 451 PFW 20-7-49 copy certificate

is attached.

3 valves removed and refitted on account of corroded fastenings.

Corroded aux condenser circulating pump unruled.

## 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, B3 9.11, B&MS 9.11 \*LMC 9.11 or \*LMC 140 lb., PD, &c.)

with notation of S new 7-49 C.T.

Survey Fee (per Section 29) 2/ 75.-Special Damage or Repair Fee (if any) 1/ 150.-Travelling expenses (if chargeable) 2/ 6.-

Fees applied for

18/8 1949

Received by me,

19

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

004213-004221-0446