

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

(Received at London Office 8 OCT 1947)

Writing Report 1-10-1947 When handed in at Local Office 6 OCT 1947 Port of LONDON

Survey held at LONDON Date First Survey 22-9-47 Last Survey 25-9-1947 (No. of Visits Two)

Survey on the Machinery of the ~~Steel~~ Steel S.S. "BENDORAN" (EX. "SAMDAUNTLESS")

Gross 7210 Vessel built at BALTIMORE, U.S.A. By whom BETHLEHEM FARFIELD SHIPYARD INC. When 1944 3

Net 4395 Engines made at HARRISON, N.J., U.S.A. By whom WORTHINGTON PUMP & MACH CO. When 1944

Boilers, when made (Main) 1944 (Donkey)

Main Boilers 2 W.T. Owners BEN LINE STEAMERS LTD. Owners' Address

Donkey Boilers Managers Wm. THOMPSON & CO. LTD. (If not already recorded in Appendix to Register Book.)

Main Boilers 250 lbs If Surveyed Afloat or in Dry Dock AFLOAT. Port W.I. DOCK. Voyage

Donkey Boilers Report No. Port

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

Particulars of Examination and Repairs (if any) LMC Classification Contemplated

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly listed at the end of the report. State also the dates and initials of any letters respecting this case.

In 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

Special damage 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? Starboard only

Donkey " " " "

State for what reasons Port Boilers not prepared What 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?

Latest date of internal examination of each boiler Starboard 25.9.47 Present condition of funnel (f) EFFICIENT

Surveyor examine the Safety Valves of the Main Boilers? YES. STARBOARD To what pressure were they afterwards adjusted under steam?

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES. STARBOARD, 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? YES. STARBOARD, and of the Donkey Boilers?

Screw shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the bush

Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

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

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. To complete the survey.

Rule Requirements to be carried out with the exception of the undermentioned items.

Surveyors representative stated that it was intended to complete the survey at Leith, to which the vessel is now proceeding via Rotterdam. Leith Surveyors advised as per attached letter.

Survey DONE: Starboard Boilers examined throughout, together with mountings and found or placed in good order.

Examined main engine H.P., M.P. and L.P. cylinders, pistons, valves and rods; bottom end bearings; main bearing top halves; crankshaft pins and journals; thrust and inter. shaft and bearings; tunnel shafting and bearings; and outboard Dynamis engine complete. All found or placed in good order.

General Observations, Opinion, and Recommendation: The machinery of this vessel, as now examined

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.)

in good order and eligible in my opinion for classification with the notation of LMC (with CS 9.34)

when the survey has been completed.

Fees applied for

Damage or Repair Fee (if any) (per Section 29.)

Expenses (if chargeable)

Received by me, Wm. Robinson

Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute

See minute on F.E. mech. rpt.

Stamp: 31 OCT 1947

