

COPY FOR LONDON.

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



PORT SYDNEY N.S.W.

15th February 1954

This is to certify that

D.F. PORTER.

the undersigned Surveyor to this Society did at the request of

MASTER AND AGENTS

attend of board

T.S.M.S. BENMORE 8614 Tons Gross of KRISTIANSAND

on the 5th February 1954, the vessel afloat at Sydney N.S.W. for the purpose of ascertaining the nature and extent of the damage, stated to be the result of grounding in the Suez Canal on the 9th December 1953 (refer Certificate issued Port Suez on the 10th December 1953), to the Port and Starboard Main Engine gear drives from crankshafts to camshafts.

The aforesaid damage to the Port & Starboard Main Engines was stated to have been sustained on the 19th December 1953 whilst on a voyage from Djibouti to Fao and repairs as far as possible were carried out at sea on the 19th, 20th & 21st December 1953. For further particulars refer Ship's Log Book.

Upon examination of the Port & Starboard Main Engine gear drives from crankshafts to camshafts the undersigned:-

FOUND

Port Main Engine.

FIRST IDLER GEAR: 6 teeth
Chipped.

Starboard Main Engine.

Split gear ex crankshaft, teeth
broken and very badly indented.
Spare split gear fitted to
crankshaft by ship's staff in
good condition.

First Idler gear ex engine,
majority of teeth part broken and
remainder badly indented.

RECOMMENDED.

This gear be especially
examined and dealt with as
necessary within 2 months and
remainder of gear train also
examined.

This gear be examined
within 2 months.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-
"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
uted, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances
ever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any
7 in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Com-
ees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

T.S.M.S. "BENMORE"

FOUND

Spare gear fitted by Ship's Staff has now 1 tooth deeply indented.

Second Idler gear ex engine few teeth part broken & majority deeply indented.

Spare gear fitted by Ship's Staff in good condition.

Third Idler gear ex engine, few teeth part broken and few teeth deeply indented. Spare gear fitted by Ship's Staff in good condition.

Camshaft gear, approximately 10% of teeth slightly indented.

15th February 1954

RECOMMENDED.

This gear be examined and dealt with as necessary within 2 months.

This gear be examined within 2 months.

This gear be examined within 2 months.

This gear be examined and dealt with as necessary within 2 months.

The above recommendations are necessary to place the machinery in the same condition as that prior to sustaining the aforesaid damage.

Owing to spare gears being fitted by Ship's Staff to Starboard Main Engine at sea on the 19th. 20th. and 21st. December 1953, and no additional spare gears being available, no further repairs were carried out at this Port. It is recommended that the Port and Starboard Main Engine gear drives from crankshafts to camshafts be further examined and dealt with as necessary by the end of March 1954. It was stated by the Chief Engineer of the above named vessel that spares will be available by then at Singapore.

Sgd. D.F. Porter.

SURVEYOR TO LLOYDS REGISTER OF SHIPPING



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Foundation