

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

(Received at London Office 8 MAR 1954)

Date of writing Report 19.2.54. 19 When handed in at Local Office 19.2.54. Port of SYDNEY N.S.W.
No. in Book 0 Survey held at SYDNEY N.S.W. Date: First Survey 5.2.54. Last Survey 5.2.54. 19
On the Machinery of the ~~Woodhouse~~ Steel T.S.M.S. BENMORE. (No. of Visits 1)
Gross 8614 Vessel built at MALMO By whom Kockuns M.V. Aktieb. Year. Month.
Net 5051 Engines made at " By whom " When 1933 3
Main Boilers - Boilers, when made (Main) (Donkey) 1933
Donkey Boilers 2 Owners Shell Co. (Aust.) Ltd., Owners' Address
Pressure - Managers Bendt Rasmussen. (if not already recorded in Appendix to Register Book.)
Main Boilers - Port KRISTIANSAND Voyage
Donkey Boilers 171 lbs. If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted
(State name of Dock.) precisely as in Register Book & Supplements).

Report No. 85 Port. Sur.

Particulars of Examination and Repairs (if any) Port & Starboard Main Engine

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case).

Where 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.

Has a damage report made by anyone else? If so, by whom?

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

" " Donkey " " " " ?

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?

What is the 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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the

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?

When engine parts, when referred to by numbers should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. EXAMINATION OF DAMAGE
REPAIRS OF THE PORT AND STARBOARD MAIN ENGINE GEAR DRIVES FROM CRANKSHAFTS TO CAMSHAFTS.

An examination made of the above for damage stated to have been sustained whilst on a voyage from Suez to Fao on the 19th December 1953 and stated to be the result of grounding in the Suez Canal on the 9th December 1953 (refer Cert. issued Port Suez 10th December 1953) and for repairs carried out to above at sea on the 19th, 20th & 21st. December 1953. For further particulars see Log Book and attached Sydney Damage Report dated 15.2.54.

Upon examination of the above the undersigned:-

FOUND

Port Main Engine.

Port Idler gear, 6 teeth chipped.

RECOMMENDED.

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

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

CS 3,34,

This vessel's machinery, as now seen, is eligible in my opinion to remain as classed, subject to the Port & Starboard Main Engine Gear drives from crankshafts to camshafts being examined and dealt with as necessary by the end of March 1954 (2 mos. limit)

Fee (per Section 29) £ 15 : 0 : 0 Fees applied for, 19
Damage or Repair Fee (if any) £ 15 : 0 : 0 Received by me, 19
(per Section 29.)
Travelling expenses (if chargeable) £ : 5 : 0

Committee's Minute

Assigned

MONDAY 22 MAR 1954

Deferred for exam. CS
(by 8.54)

Engineer Surveyor to Lloyd's Register of Shipping.



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BENMORE DAMAGE. (Cont.)

Starboard Main Engine.

RECOMMENDED

Split gear ex crankshaft, teeth broken and very badly indented.

This gear be examined within 2 months.

Spare split gear fitted to crankshaft by ship's Staff at sea in good condition.

First Idler gear ex engine, majority of teeth part broken off and remainder badly indented. Spare gear fitted by Ship's staff at sea has now 1 tooth deeply indented.

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

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

This gear be examined within 2 months.

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

This gear to be examined within 2 months.

Camshaft gear, approximately 10% of teeth slightly indented.

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

Owing to spare gears being fitted by Ship's Staff to starboard main engine at sea, and no additional spare gears being available, no further repairs were carried out at this Port. It was stated by the Chief Engineer of the above named vessel that spares will be available in Singapore on the vessel's return.



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