

No. 115567

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

(Received at London Office

24 SEP 1947

Writing Report 23rd September 1947 When handed in at Local Office 24 SEP 1947 Port of LONDON

Survey held at LONDON Date First Survey 4.9.47 Last Survey 17.9.47 (No. of Visits SEVEN)

2 on the Machinery of the ~~Wood, Iron~~ Steel S.S. "BENVRACKIE" (EX. SAMAFFRIC)

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

Net 4395 Engines made at HAMILTON, OHIO, U.S.A. By whom GENERAL MACHY. CORP. When 1944

Main Boilers TWO WT. S&W Boilers, when made (Main) 1944 (Donkey)

Donkey Boilers  Owners BEN LINE STEAMERS LTD. Owners' Address \_\_\_\_\_

Pressure 250 lbs. Managers \_\_\_\_\_ (If not already recorded in Appendix to Register Book.)

Donkey Boilers \_\_\_\_\_ Port \_\_\_\_\_ Voyage \_\_\_\_\_

If Surveyed Afloat or in Dry Dock AFLOAT. (State name of Dock.) WEST INDIA DOCK.

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

Particulars of Examination and Repairs (if any) Classification Not Completed.

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 separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated 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

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? YES

Donkey " " " NOT FITTED.

State for what reasons  What parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor or to assure himself of the thorough efficiency of those parts of each Boiler?

Latest date of internal examination of each boiler PORT 12.9.47 STARBOARD 4.9.47 Present condition of funnel(s) GOOD.

Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 250 lbs/psi main

Surveyor examine the Safety Valves of the Donkey Boilers?  To what pressure were they afterwards adjusted under steam? 230 lbs/psi superheat

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES 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 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 screw shaft

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? (Please see overleaf)

If survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the survey, vessel to be placed in dry dock and propeller, stern bush, tail shaft, sea cocks and their outside fastenings to be examined. Number of suction in holds and pipes and whether fitted with iron boxes to be ascertained. Leith Surveyors advised by letter.

DONE: Examined main engine cylinders, pistons, rods, valves and gear, top end pins, bearings, bottom end bearings, main bearings (top halves) crankshaft pins and journals, fore and inter. shaft, tunnel shafting and bearings, and found or placed in good order. Following parts opened up and completely examined: main engine bilge and air pumps, inboard and outboard feed pumps, inboard and outboard fuel pumps, transfer pump, in condenser (tested), winch condenser (tested) winch condenser circulating & air pump, in circulating pump and engine, two ballast/bilge pumps, evaporator, steering engine and rudderless engine, port and starboard boilers examined internally and externally together with

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, to be classed with notation of

1C 9,47 when the survey has been completed.

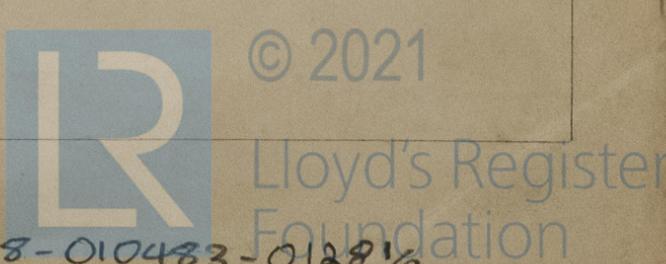
Fee (per Section 29) 64 0 0 Fees applied for 4/11/47

Damage or Repair Fee (if any) 116 0 0 Received by me, Wm Robinson JH Tickle

Other expenses (if chargeable) \_\_\_\_\_ 19 \_\_\_\_\_ Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Defered FRI. 14 NOV 1947

See minute on F.E. Rpt.



010478-010483-0128 1/2

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

Is a Certificate required? If so, to be sent to

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of LONDON

Continuation of Report No. 115567 dated 1/5

on the S.S. "BENVRACKIE" (EX. SAMMAFRIC)

mountings, doors, superheaters and fastenings and found or placed in good order. Boilers subsequently examined under steam and safety valves adjusted to 250 lbs/p.s.i. (main) 230 lbs/p.s.i. (superheat), oil fuel unit examined under working conditions, pipe lines to furnaces, tank valves and remote controls to same. C.O.2. fire extinguisher examined and tested satisfactorily. Dynamo engines opened up examined and found or placed in good order. Pumping arrangements examined and found in good order.

W.M.S.

#### Electrical Installation:- Now Done:-

An Electrical classification survey has been carried out in this port and a Report 13 has been prepared.

The installation was tested under working conditions and insulation tests carried out and the following recommendations made:-

- a) An alternative supply to the navigation lights is to be fitted.
- b) The following circuits having a "low" insulation test are to be rectified:- (Tested from main switchboard)
  - L.3. Midship Acc; L.4. Midship Acc; L.1. Engine Room;
  - L.7. Boat Deck Acc; L.9. Bridge Deck
- c) Nos 1 & 3 generator voltmeters to be recalibrated to facilitate parallel operation of generators.
- d) No 3 Generator field regulator to be overhauled (suspected "open circuit" or faulty contact at approximately working voltage position.
- e) Distribution Boards to be overhauled, special attention to be given to fuse contacts where heating is taking place. A set of correctly wired fuses to be installed throughout the vessel and a spare set provided.

#### Rewire:-

Binocular light top bridge; Deck lights port side poop.

The Owners superintendent stated that the above repairs would be carried out on the vessel's arrival at the port of South, approximately 20<sup>th</sup> Sept.

F.H. Tickell