

B. C. SHIP  
22 MAR 1956

pt. 9

Date of writing report 17/3/56

Received London

Port HULL

No. 62056

Survey held at HULL

No. of visits 1

First date and Last date

15/3/56

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

Registered in R.B. 03340 Name M.V. <sup>XX</sup> "BEN HENSHAW" (Twin Screw) Gross tons 377 Date of build 10-1933  
 Owners National Benzole Co. Ltd. Managers - Port of Registry London  
 Engines made Mch. By L. Gardner & Sons, Ltd. Type 2 Oil Engines 2SA each 5cy.  
 No. of Main Engines 2 No. of Screws 2  
 No. of Main Boilers - W.P. -  
 No. of Aux./Donkey Boilers - W.P. -  
 Surveyed Afloat or in Dry Dock Drydock  
 Nature of Survey DOCKING & WEAR & TEAR RPRS.  
 Has Damage Report issued? NO Int. Cert.? Yes  
 Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book (Gardner)

Hull	Machinery
BRITISH CORPORATION	
BS* 2,55	MBS* 5,54
s.s. Hul. 5,54	TSOG p&s 2,55

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers P & S Good Wear Down of Stern Bushes Close fit Oil Glands Good Sea Connections  
 Fastenings Good Has Screwshaft ~~EXAMINED~~ been drawn? NO Date of Examination Has Shaft been changed?  
 Has Shaft now fitted been previously used? Has Shaft now examined/~~EXAMINED~~ continuous liner? NO Approved oil gland? Yes

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

Cyls., Covers, Pistons & Rods  
 Valves & Gears

Connecting Rods, Top Ends & Guides Side Centre

Crankpins & Bearings Side Centre

Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

LOADING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

RE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

WATERCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

UNION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel is eligible in my opinion to remain as now classed without fresh record of survey subject to the starboard propeller shaft being specially examined in way of oil gland at next drydocking.

TUESDAY - 7 MAY 1956

Signature of Committee: AS HOW, Subject.

T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

Signature of Engineer Surveyor  
 Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

011524-011535-0032

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position).....  
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....  
 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....  
 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....  
 38 Independent Air Compressors, Coolers & Safety Devices.....  
 39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....  
 41 Oil Fuel Tanks (Not forming part of hull structure).....  
 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....  
 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....  
 .....

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators.....	.....	.....	l Generators & Governors.....
b Exciters.....	.....	.....	m Motors.....
c Air Coolers.....	.....	.....	n Switchboards & Fittings.....
d Motors.....	.....	.....	o Circuit Breakers.....
e Air Coolers.....	.....	.....	p Cables.....
f Control Gear, Cables, etc.....	.....	.....	q Insulation Resistance.....
g Insulation Resistance.....	.....	.....	r Steering Gear Generators and Motors.....
h Insulating Oil Test.....	.....	.....	s Navigation Light Indicators.....
i Overspeed Governors.....	.....	.....	
j Magnetic Couplings.....	.....	.....	
k Air Gap.....	.....	.....	

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)  
 MAIN..... AUXILIARY, DONKEY or PRESS.....  
 Superheaters.....  
 Safety Valves.....  
 Mountings, Doors & Fastenings.....  
 Safety Valves Adjusted to { Sat.....  
 { Spt.....  
 Boiler Securing Arrangements.....  
 Main Economisers..... Exhaust Gas Heated Economisers.....  
 Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....  
 Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....  
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)  
 Main..... Auxiliary (over 3 in. bore).....  
 Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

**WEAR & TEAR REPAIRS:-** Starboard propeller shaft noted grooved at aft end of oil gland. Oil gland found partially seized on shaft. Gland clearance now increased, grooving in shaft wire brushed and coated. considered efficient meantime, but it is considered that the starboard screwshaft in way of the oil gland be further examined at next drydocking.  
 ... Limit letter issued, copy attached.

*Dky*  
 It is submitted that this  
 is eligible to remain  
 as CLASSED.  
 Subject as  
 recommended

LEAVE THIS SPACE BLANK

Survey fees .....  
 W. & T. Repairs £3-3-0d. **B.C.**  
 Damage fee .....  
 Expenses... 2-0d.

Date when A/c rendered.....

