

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

usly. in R.B. 03340 Name M.V. "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

Records of Survey & Special Notations as per Register Book

(Gardner)

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)

Hull

BRITISH CORPORATION

BS* 2,55
S.S. Hul. 5,54

Machinery

MBS* 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 been drawn? NO Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now 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)

TEAM COMPRESSORS

LUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

OLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

TEAM RE-HEATERS

E-SUPERHEATERS

TOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

ANKCASE 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 - 1 MAY 1956

Signature of Committee

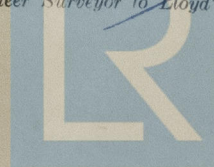
Position

As now subject.

T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

011524-011535-0032

