

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

No. 3786 (Received at London Office, MONDAY 22 JUNE 1887)  
 No. in Reg. Book. Survey held at Aberdeen Port of Aberdeen Date of Writing Report 13 June 1887  
 Date, first Survey 20 May Last Survey 3 June 1887  
 (No. of Visits 8)

302 on the Machinery of the S.S. "Benamain" Tons, Net 247 Gross 381

If Surveyed Afloat or in Dry Dock Dry Dock Vessel built at Aberdeen in 1878 Engines made in 1878

No. of Main Boilers One Made in 1878 Donkey Boiler made in 1878 Working Pressure, Main Boilers 62 lbs.;

Working Pressure, Donkey Boiler 45 lbs.; Owners J. & A. Davidson Port Aberdeen

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery 100 A.I.M.C. 11-87  
 (As in Register Book).

Particulars of Repairs and Examination S.S. No. 2  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)

Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? yes

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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?

The Sea cocks & connections exam<sup>d</sup> & found sat<sup>y</sup>  
 The Crank shaft & tunnel shafts exam<sup>d</sup> & found sound  
 The cylinders Slides Pistons Pumps & the engines generally exam<sup>d</sup> & found sat<sup>y</sup>  
 The Main Boiler exam<sup>d</sup>, furnaces drilled for thickness, angle iron strengthening ring 1 3/4 x 3 1/2 fitted around port furnace & the boiler put into good condition  
 The Donkey boiler exam<sup>d</sup>, shell drilled for thickness & found sat<sup>y</sup> for 45 lbs.  
 The Main & Donkey Safety Valves exam<sup>d</sup> & tested under steam.  
 The Main boiler tested by water to 85 lbs.  
 The tail shaft was exam<sup>d</sup> in 1886 See Abn Rep<sup>t</sup> No. 3710.

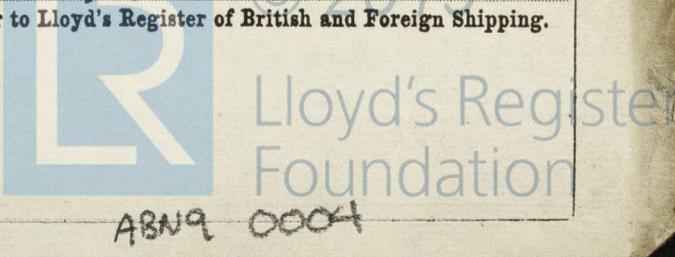
General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The Machinery of this vessel is now in good order & eligible in my opinion to remain as classed & to have I.M.C. 6-87 recorded,

Office or Registration Fee (per Sec. 27).....	£ : : -	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 2 : 0	13/6 1887
Special Damage, Fee (per Section 28).....	£ : : -	
*Certificate (if required) as per margin.....	£ : : -	Received by me, <u>J.H.H.</u>
Travelling Expenses (if chargeable).....	£ : : -	28/6 1887

John H. Heck  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute WEDNES. 22 JUNE 1887  
 Assigned L. M. 6, 87



ABN9 0004

The Surveyors are required not to write on or below the space for Committee's Minute.

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

3786 Ah.

It is submitted that this vessel  
is eligible to have the  
notification sub 6.87  
recorded.

W.P.

20/6/87



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