

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

Date of writing Report 21 Oct 1941 When handed in at Local Office Oct 27 41 Port of New York
No. in Survey held at New York Date, First Survey 22 Aug 1941 Last Survey 24 Aug 1941
Book 88 on the Machinery of the Wood, Iron or Steel SS Bina (No. of Visits)

Gross 1188 Vessel built at Newcastle By whom Quar Hunter Hughes Richardson When 1926-10
Net 654 Engines made at Sunderland By whom Mac Cull & Pollock When 1926
Boilers, when made (Main) 1926 (Donkey) ✓
Owners Bina Shipping Co Owners' Address See Hull Reg. Port Liverpool Voyage See Hull Reg. Port Liverpool
Managers F. K. Marshall If Surveyed Afloat or in Dry Dock at 24 St. John St. Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) D.D. & T.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, 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, besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

damage 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 ✓

as 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 " " " ✓

this was not done, 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? ✓

State latest date of internal examination of each boiler. ✓ Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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? ✓

Is screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Is shaft now been changed? ✓ If so, state reasons at date required.

Is the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft 20-8-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Now done: Wood placed in drydock. Tail shaft drawn and examined. Sea cocks and valves opened up examined and closed up in good order. Spare shaft fitted. No more spare Tail Shaft now first. LLOYDS. N° 12883. A. 8. 26

General Observations, Opinion, and Recommendation:— The machinery of this vessel
(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.)
is slightly in my opinion to remain as now classed with fresh
water of T.S. (N) 8-41

Survey Fee (per Section 29) £ 20 50 Fees applied for OCT 31 1941
Special Damage or Repair Fee (if any) £ 10 00 Received by me, James Campbell
Travelling expenses (if chargeable) £ 10 00 NEW YORK OCT 29 1941
Committee's Minute As above
Assigned T. S. N. 8, 41.
W101-0178

Noted.
S.S. No. 1 due 4.42 advanced.

L.H.
23/12/41.

My dear Mr. [unclear]

10 of [unclear]
10. 30. 20

14th 1942
10. 30. 20

My dear Mr. [unclear]

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