

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

(Received at London Office, 9 DEC 1941)

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 410 on the Machinery of Iron or Steel S.S. 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 Call & Pollock When 1926  
Revolving 82 Boilers, when made (Main) 1926 (Donkey)   
Horse Power of Main Boilers 2 Owners Bonia Shipping Co Owners' Address See Hull Reg. Port Liverpool Voyage Liverpool  
No. of Donkey Boilers 2 Managers K. MacCall If Surveyed Afloat  or in Dry Dock at 24 St. Sup. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Main Boilers 180  
Donkey Boilers

Previous Report No. \_\_\_\_\_ Port \_\_\_\_\_  
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 details 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.

Has the Surveyor examined the machinery 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

Has 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Where this was not done, state for what reasons?

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 the 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?

Has the screw shaft now been drawn and examined? Y10 Is it fitted with continuous liner? Y10 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Y10

Has the shaft now been changed? Y10 If so, state reasons at date of report.

Has the shaft now fitted been previously used? Y10 Has it a continuous liner? Y10 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Y10

State the date of examination of Screw Shaft 20-8-41 State the distance betweenignum 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? Y10

Has the Surveyor examined the generators, motors, switchgear, cables and fuses?

Has 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 bushings removed. Sea cocks and valves opened up examined and closed up in good order. Spare shaft fitted. A note re Spare Tail Shaft sent first. LLOYDS No. 12883. A. 8.26

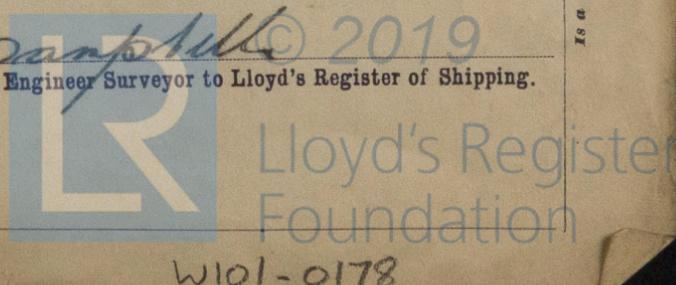
General Observations, Opinion, and Recommendation: The machinery of this vessel  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, L.S. 0,11, B.&M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

is suitable in my opinion to remain as now classed with fresh records of T.S.(N) 8-41

Survey Fee (per Section 29) 15 20 50  
Special Damage or Repair Fee (if any) (per Section 29.) 2  
Travelling expenses (if chargeable) Salife 10 50

Fees applied for OCT 31 1941  
Received by me, James Campbell  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_  
Assigned As now T.S.N. 8-41.



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

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

