

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

No. 108216

18 JAN 1940

Date of writing Report January 3rd 1940

When handed in at Local Office

January 4th 1940 Port of LondonNo. in Reg. Book. Survey held at LondonDate, First Survey 14.12.39 Last Survey 1.1.194020778 on the Machinery of the Wood, Iron or Steel S.S. BENARTY(No. of Visits X 2)Tonnage { Gross 5800
Net 3684Vessel built at GlasgowBy whom C. Connell & Co Ltd

Year. Month.

Nominal Horse Power 598Engines made at doBy whom D. Rowan & Co LtdWhen 1926 1No. of Main Boilers 3 S.B.Boilers, when made (Main) 1926(Donkey) 1926When 1926No. of Donkey Boilers 1Owners Ben Line Steamers Ltd

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Leith

Voyage

Steam Pressure—

in Main Boilers 220 lbsin Donkey Boilers 120 lbsManagers W. Thomson & Co.

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

| CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys. | Years assigned and expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|--------------------------------------|--|
| <u>+ 100 A1</u> | <u>6.39</u> | <u>+ LMC</u> |
| <u>SS Ant No 3</u> | <u>3.38</u> | <u>B.S. 1.39</u> |
| | | <u>M.S. 8.37</u> |
| | | <u>C.L. 6.39</u> |

Last Report No. 108120 Port LonParticulars of Examination and Repairs (if any) Docking & B.S. comp.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (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.)

In 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

Was 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 " " "

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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 220 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 120 lbs

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 screw shaft now been drawn and examined? NoIs it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? No If so, state reasons

Has 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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? YesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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 Complete

Vessel placed in drydock. Propeller and underwater fastenings found good.
Boilers examined under steam. Safety Valves adjusted as above.

General Observations, Opinion, and Recommendation:—

(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, X L.M.C. 9.11, or CS 3.34.)

Ship is in efficient condition and eligible in our opinion to remain as now classed with fresh record of B.S. 12.39 as recommended London Rpt No. 108120

Survey Fee (per Section 29) £ 10 : 0 : 0

Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ 0 : 0 : 0

19

Travelling expenses (if chargeable) £ 0 : 0 : 0

Received by me,

19

Committee's Minute

Assigned

TUE. 23 JAN 1940

12.39 1940

W. J. Nicholas
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W1176-0163

As completed

It is submitted that
this vessel is eligible for
THE RECORD.

11/12/39

29

22/1/40



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