

# 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 London  
 No. in Reg. Book. 20778 Survey held at London Date, First Survey 11.12.39 Last Survey 1.1.1940  
 on the Machinery of the Wood, Iron or Steel S.S. BENARTY (No. of Visits 12)

Tonnage { Gross 5800 Vessel built at Glasgow By whom C. Connell & Co Ltd Year. Month. 1926 1  
 Net 3684 Engines made at do By whom D. Rowan & Co Ltd When 1926  
 Nominal Horse Power 598 Boilers, when made (Main) 1926 (Donkey) 1926  
 No. of Main Boilers 3 S.B Owners Ben Line Steamers Ltd  
 No. of Donkey Boilers 1 Managers W. Thomson & Co. Owners' Address Leith Voyage Leith  
 Steam Pressure in Main Boilers 220 lbs Port Leith  
 in Donkey Boilers 120 lbs (State name of Dock.)

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned to interval.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1	6.39	+ LMC
12.39		B.S. 1.39
SS Ant No 3	3.38	M.S. 8.37
		C.L. 6.39

(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? Yes Is 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? 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" Is electric light and/or power fitted? Yes

Engine parts, when referred to by numbers, should be counted from forward. If 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:— The machinery of this vessel as now  
 (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 LMC 140 lb., F.D., &c.)  
CS 3,34,  
She 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) £ : : Fees applied for  
 Special Damage or Repair Fee (if any) £ : :  
 (per Section 29.)  
 Travelling expenses (if chargeable) £ : : Received by me,  
 19

Andreas J. Micholas  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Assigned 12.39.1940



W1176-0163

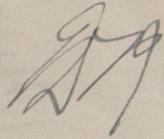
Is a Certificate required? If so, to be sent to

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

As completed

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

11/12/39



22/1/40



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