

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

(Received at London Office FRI OCT 8 1920)

Date of writing Report 4th October 1920 When handed in at Local Office 4th October 1920 Port of Gothenburg

No. in Book. Survey held at Gothenburg Date, First Survey 20th September 1920 Last Survey 20th September 1920

2594 on the Machinery of the Wood, Iron or Steel of "BENARES" Master B. Mellin 02 20

Image { Gross 5890 Net 3695 Vessel built at Middelboe By whom Turners S. B. Co. Ltd When 1920

Registered { Horse Power of Main Boilers Engines made at Boilers, when made (Main) (Donkey) By whom When

of Donkey Boilers Owners. Aktiebolaget Svenska Ostasiatiska Kompaniet Port Gothenburg Voyage

Pressure Main Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers

st Report No. Port

Particulars of Examination and Repairs (if any) Part Survey for Classification

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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?

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 " " " "

What was not done, state for what reasons? Boilers not due for survey

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?

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has the shaft now been changed? If so, state reasons

Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

Part survey for classification has been held as follows:

The fuel heating pipes in Nos 4 and 5 double bottom tanks tested with hydraulic pressure to 400 lbs per inch.

No fuel heating pipes are fitted in Engine Room double bottom tanks.

To complete survey:

Oil fuel heating pipes between boilers and observation tanks to complete.

Observation tank and its connections including overflow pipe to complete.

Oil fuel arrangements to test under working conditions.

The Owners Superintendent states the survey will be completed at this port in about four months time from date.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

is in good order and no 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, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., E.D., &c.)

It is in my opinion to be classed in the Register Book of this Society

with notation of L.M.C. 9,20 and "Carrying oil fuel F.P. above 150°F in D.B." The notation

is to be assigned when the survey is completed as arranged

Fee (see Section 29) £ 150.00 Fees applied for 4th October 1920

Damage or Repair Fee (if any) £ 0.00

Expenses (if chargeable) £ 0.00

Received by me 13/10/20

Committee's Minute

Signed + L.M.C. 9,20

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. OCT. 26 1920

CERTIFICATE WRITTEN.

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

4720 - 16111