

1st ENTRY

No. 10801

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

(Received at London Office)

SAT. SEP. 18 1920

Writing Report 19 When handed in at Local Office 15. 9. 1920. Port of Middlesbrough

Survey held at Middlesbrough Date, First Survey 1st Oct. 1919 Last Survey 13th Sept. 1920
(No. of Visits 23)

24 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. BENARES Master

Gross <u>5827</u>	Vessel built at <u>Haverton Hill</u>	By whom <u>Jimmie S. B. Co Ltd (S.S. No. 1)</u>	When <u>1920-9</u>
Net <u>3611</u>	Engines made at <u>W. Hartlepool</u>	By whom <u>Richardson Westgarth & Co</u>	When <u>1920</u>
Power <u>569</u>	Boilers, when made (Main) <u>W. Hartlepool 1920</u>	(Donkey)	
Main Boilers <u>3</u>	Owners <u>(D. Brorstrom Mfgs)</u>	Port <u>Göteborg</u>	Voyage <u>Göteborg</u>
Donkey Boilers <u>✓</u>	If Surveyed <u>Afloat or in Dry Dock</u>	<u>Building</u>	
Pressure- in Boilers <u>180</u>	(State name of Dock.)		
Donkey Boilers <u>✓</u>			

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) 1st ENTRY

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where 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 " " " "

Where 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?

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?

Where the distance between lignum vite of stern bush and top of after bearing of screw shaft?

Where the survey is not complete state what arrangements have been made for its completion and what remains to be done? Pilge, Water Ballast and oil

and pumping arrangements and settling tanks completed in accordance with the approved

plans (7) forwarded herewith: Oil fuel heating pipes in Nos 1 & 2 + Boiler Room D.B tanks

tested and tested to 400 lbs per sq": Oil fuel burning arrangements fitted in accordance with the

plans: Main Engines, Boilers and auxiliaries examined under steam + found satisfactory

To complete the survey for the record of "Fitted for oil fuel (with a date) F.P. above 150° Fah"

the following requires to be done: - Oil fuel heating pipes in Eng Room + Nos 4 & 5 D.B tanks to

complete and test to 400 lbs per sq": Oil fuel heating pipes between boilers, observation tank + settling

tanks to complete: Observation tank + its connections including overflow pipe, to complete and

oil fuel arrangements to test under working conditions

It is stated that the survey will be completed at Göteborg: the Surveyors have been advised

by copy of letter addressed to Owner + Göteborg Surveyors attached hereto.

A report on the Electric Light will follow: "Wireless" is not yet fitted

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, E.&M.S. 9,11, or L.M.C. 9,11

140 lb., F.D., &c.)

In our opinion this vessel is eligible to have the notation of L.M.C. 9.20

on the record of "Fitted for oil fuel (with a date) F.P. above 150° Fah" being deferred until

the survey is complete as above

Fee (per Section 28)..... £	Fees applied for
Damage or Repair Fee (if any)..... £	
Working Expenses (if chargeable)..... £	Received by me,

TUE. OCT. 26 1920

Signature: L. H. G. 20

Signature: W. Morrison
Engineer Surveyor to Lloyd's Register of Shipping



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

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

5570-1911M
41191-0255