

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

(Received at London Office)

1-AUG 1942

Date of writing Report 22nd June 1942 When handed in at Local Office 22nd June 1942 Port of JACKSONVILLE
No. in Reg. Book 20211 Survey held at Tampa, Florida Date, First Survey 4th May Last Survey 18th June 1942
(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel Screw Steamer "BENJAMIN BREWSTER"
Tonnage Gross 5950 Vessel built at Wilmington, Del. By whom Harlan & Hollingsworth Corp. When 1917 5
Net 3677 Engines made at Wilmington, Del. By whom Harlan & Hollingsworth Corp. When 1917 5
Nominal Horse Power 528 Boilers, when made (Main) 1917 - 5 (Donkey) -
No. of Main Boilers 2 Owners Standard Oil Co. of N.J. Owners' Address -
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers - Port Wilmington Voyage Del.
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Tampa Shipbuilding Company
in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and verbatim 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? Yes

" " Donkey " " " No

If this was not done, state for what reasons? Donkey Boiler not to be used. S.R.L.

And what parts of the Boilers could not be thus thoroughly examined? None

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 4th May 1942

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? No 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? Yes

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 5/32"

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? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

NOW DONE: Vessel placed on dry dock, bottom cleaned, propeller and its fastening examined and found in good condition. All sea connections opened, examined together with their strainers and their fastenings and found or put in good condition. Main boilers opened, cleaned and examined together with their manholes, manhole doors and their fastenings, safety valves, drain plugs and mountings and found or put in good condition. Main steam pipes examined and put in good condition. Safety valves adjusted under steam to 180 lbs. L.P. slide valve removed, refaced and adjusted. Double bottom in ER cleaned, foundation bolts of main engine and thrust block examined and found in good condition. Windlass, winches, steering engine and cargo pumps examined and put in good condition. Electric lighting system tested, examined and put in good condition.

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.E.M.S. 9,11, *L.M.C. 9,11, or *LMC 140 lb., F.D., &c.)
seen, is in good condition, eligible, in my opinion, to remain as classed and to have fresh record of
BS -6-42.

Survey Fee (per Section 29) £ \$30.00 Fees applied for 18th June 42
Special Damage or Repair Fee (if any) £
(per Section 29.)
Travelling expenses (if chargeable) £ \$17.00 Received by me, 19

Committee's Minute NEW YORK JUL 8 1942

Assigned As now subject B.S. 6-42

Acting Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
W150-0009

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

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

Noted
No. 3 due 841, advanced.

Subject to the
DONKEY BOILER
not being used

GA
7/8/42



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