

REC'D NEW YORK OCT 8 1941

No. 7518

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

(Received at London Office 25 NOV 1941)

Date of writing Report 7th Oct. 1941 When handed in at Local Office 7th Oct. 1941 Port of Baltimore, Maryland  
No. in Survey held at Baltimore, Maryland Date, First Survey 18th Sept. Last Survey 24th Sept. 1941  
Reg. Book 1795 on the Machinery of the ~~Wood Iron~~ Steel T.S.M.V. "BEN BRUSH" (ex "CAROLINE MAERSK") (No. of Visits 4)

Gross 7691 Vessel built at Odense By whom Odense Staalskibsvft Year. Month.  
Net 4713 Engines made at Copenhagen By whom Akt. Burmeister & Wain When 1928 11  
Nominal 543 NHP Boilers, when made (Main) (Donkey) 1928 When 1928  
Power Owners U. S. Maritime Commission Owners' Address (if not already recorded in Appendix to Register Book.)  
of Main Boilers 2 DB Managers Standard Oil Co. of New Jersey Port Voyage  
of Donkey Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Afloat  
Pressure Main Boilers No. 3 Anchorage, Baltimore  
Donkey Boilers

st Report No. 41606 Port N.Y.K.

## Particulars of Examination and Repairs (if any) Repairs

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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.

a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

is was not done, state for what reasons? Boiler Survey not due.

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?

latest date of internal examination of each boiler

Present condition of funnel ( ) Efficient

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

screw shaft now been drawn and examined? No

Is it fitted with continuous liner?

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

shaft now been changed? If so, state reasons

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?

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

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

Is electric light and/or power fitted?

did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Port main motor flywheel reported slack on shaft removed to machine shop at the plant of the Bethlehem Steel Company, Key Highway, Baltimore, Maryland and examined.

## How Done:-

Hub of flywheel bored out, 2 keyways cut through hub 90° apart.

A steel flanged bushing with corresponding keyways forced into hub, secured in place by keys and and tap bolts through flange.

Fore end of Port motor crank shaft machined true, flywheel bushing bored to suit shaft, two keyways cut at 90° apart.

Flywheel forced in place by hydraulic force of 100 tons. Port engine tried out. Flywheel proved correct alignment.

## 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.E.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 3,34,

The machinery of this vessel so far as now seen is efficient and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ - - -

Special Damage or Repair Fee (if any) £ \$70.00

(per Section 29.)

Travelling expenses (if chargeable) £ 9.00

Fees applied for Oct. 7, 1941

Received by me, 19

Committee's Minute

NEW YORK OCT 15 1941

Assigned

As now

See N.Y.K. RPT. NO. 41606

A. Maybank  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W151-0082