

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

(Received at London Office 25 NOV 1941)

Date of writing Report 7th Oct. 19 41 When handed in at Local Office 7th Oct. 19 41 Port of Baltimore, Maryland  
 No. in Reg. Book Survey held at Baltimore, Maryland Date, First Survey 18th Sept. Last Survey 24th Sept. 19 41  
1795 on the Machinery of the Wood Iron or Steel T.S.M.V. "BEN BRUSH" (ex "CAROLINE MAERSK") (No. of Visits 4)

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

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

## Particulars of Examination and Repairs (if any)

Periodical 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 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.

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.

Has 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? -

Did the Surveyor go inside each Donkey Boiler? -

Was a boiler survey 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? -

What is the latest date of internal examination 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 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 the 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? -

Has the 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? -

What is the 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? -

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

Is the Survey 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.

### Work 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.)

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.

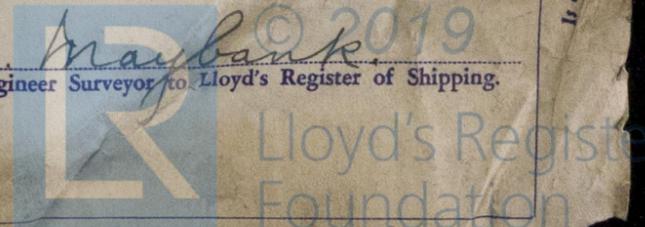
Survey Fee (per Section 29) £ - - -  
 Special ~~Damage~~ Repair Fee (if any) £ 70.00  
 (per Section 29.)  
 Travelling expenses (if chargeable) £ 9.00

Fees applied for Oct. 7, 19 41  
 Received by me, 19

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

Committee's Minute NEW YORK OCT 15 1941

Assigned As now  
Case N.Y.K. RPT. NO. 41606



W151-0082

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

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