Rpt. 9.

No. 64162

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 7 AUG 1941)

Date of writing Report 22nd July 1941 When handed in at Local Office 22: 7: 1941 Port of Glasgow

No. in Reg. Book. 55395 Survey held at Bowling Date. First Survey 14: 7: 41 Last Survey 15: 7: 1941 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel Ben HANN

Tonnage { Gross 298 / Net 105

Nominal Horse Power 101.

No. of Main Boilers –

No. of Donkey Boilers –

Steam Pressure— in Main Boilers –

in Donkey Boilers –

Vessel built at Rowhedge By whom Rowhedge Ironworks Co Ld When 1940-2 (Year. Month.)

Engines made at Glasgow By whom British Auxiliaries Ld When 1940

Boilers, when made (Main) – (Donkey) –

Owners National Benzole Co Ld Owners' Address – (if not already recorded in Appendix to Register Book.)

Managers – Port London Voyage –

If Surveyed Afloat or in Dry Dock Scotts Slip. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.1.		+L.M.C. 2.40
11.40		T.S (O.D.)
Carrying Petroleum in bulk.		

Last Report No. Port

Particulars of Examination and Repairs (if any) docking.

(Periodical Surveys, when held, must be reported in detail and seriatim 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? –

" " Donkey " " " –

If this was not done, state for what reasons –

And what parts of the Boilers could not be thus thoroughly examined? –

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 – Present condition of funnel(s) –

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 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? –

State date of examination of Screw Shaft – State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft good fit

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

Is electric light and/or power fitted –

If so, 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.? –

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

Vessel placed on Slip. Propeller, Sea and propeller fastenings examined. Cast Iron propeller renewed at Owners request. Cone of Tail Shaft examined and found corrosion in way of oil Gland. This Shaft considered efficient for the present; but it is recommended that it be specially examined in way of oil gland when Tail Shaft survey due.

Oil Gland overhauled.

GSB
22/7/41

General Observations, Opinion, and Recommendation:— The machinery, so far as seen, is in safe working condition and eligible in my opinion to remain as classed without fresh record of Survey subject to Tail Shaft in way of oil gland being specially examined when Tail Shaft survey due

(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.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

G. H. Macdonald
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 5 AUG 1941

Assigned As now subject

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

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

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W151-0119

Noted:

It is concluded that in the Surveyors opinion the aft part of the Sc Shaft in way of the O.C. should be examined before the end of 2.43, & that this can be done without drawing the shaft. (Under present circumstances the Society will not require a complete exam of the Shft until 2.44)

[illegible] 14/8/41

See Reply 18/8/41

[illegible] 15/8

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