

No. 108410

11 MAR 1940

No. in Survey held at Rowledge Date, First Survey 13-9-39 Last Survey 27-2-1940
 Reg. Book. ☒ on the Single } " BEN HANN " } Tons { Gross 298.
Twin } Screw vessel } Net
Triple }
Quadruple }

Built at *Rowledge* By whom built *Rowledge Ironworks, Ltd.* Yard No. *085* When built *1940*
 Engines made at *Glasgow* By whom made *British Auxiliaries, Ltd.* Engine No. *540* When made *1940*
 Donkey Boilers made at ☒ By whom made ☒
 Brake Horse Power *560* Owners *National Bungalow Co. Ltd.* Boiler No. ☒ When made ☒
 Nom. Horse Power as per Rule *101* Is Refrigerating Machinery fitted for cargo purposes ☒ Port belonging to *London*
 Trade for which vessel is intended *Coasting* Is Electric Light fitted ☒

OIL ENGINES, &c.—Type of Engines ☒ 2 or 4 stroke cycle ☒ Single or double acting ☒

Maximum pressure in cylinders ☒ Mean Indicated Pressure ☒ Diameter of cylinders ☒ Length of stroke ☒ No. of cylinders ☒ No. of cranks ☒

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge ☒ Is there a bearing between each crank ☒

Revolutions per minute ☒ Flywheel dia. ☒ Weight ☒ Means of ignition ☒ Kind of fuel used ☒

Crank Shaft, dia. of journals ☒ as per Rule ☒ as fitted ☒ Crank pin dia. ☒ Crank Webs ☒ Mid. length breadth ☒ Mid. length thickness ☒ shrunk ☒ Thickness parallel to axis ☒ Thickness around eyehole ☒

Flywheel Shaft, diameter ☒ as per Rule ☒ as fitted ☒ **Intermediate Shafts**, diameter ☒ as per Rule ☒ as fitted ☒ 5" app. ☒ 5" ☒ **Thrust Shaft**, diameter at collars ☒ as per Rule ☒ as fitted ☒

Tube Shaft, diameter ☒ as per Rule ☒ as fitted ☒ **Screw Shaft**, diameter ☒ as per Rule ☒ as fitted ☒ 5 1/16" app. ☒ 5 1/16" ☒ Is the ☒ tube ☒ screw ☒ shaft fitted with a continuous liner ☒ No ☒

Bronze Liners, thickness in way of bushes ☒ as per Rule ☒ as fitted ☒ Thickness between bushes ☒ as per rule ☒ as fitted ☒ Is the after end of the liner made watertight in the propeller boss ☒

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ☒

Bronze Liners, thickness in way of bushes *as per Rule* ☒ *as fitted* ☒ **Thickness between bushes** *as per rule* ☒ *as fitted* ☒ **Is the after end of the liner made watertight in the propeller boss** ☒ **If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner** ☒ **If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive** ☒ **If two liners are fitted, is the shaft lapped or protected between the liners** ☒ **Is an approved Oil Gland or other appliance fitted at the after end of the tube** ☒ *forward end* **shaft** ☒ **If so, state type** *Vickers* ☒ **Length of Bearing in Stern Bush next to and supporting propeller** *26"* ☒ **Propeller, dia.** *66"* **Pitch** *44"* **No. of blades** *3* ☒ **Material** *C. I.* **whether Moveable** *No* ☒ **Total Developed Surface** *10* ☒ *sq. feet* **Method of reversing Engine** ☒

Method of reversing Engines ☒ Is a governor or other arrangement fitted to prevent racing of the engine when declutched ☒ Means of lubrication ☒

Thickness of cylinder liners ☒ Are the cylinders fitted with safety valves ☒ Are the exhaust pipes and silencers water cooled or lagged with non-conducting material ☒

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine ☒

Cooling Water Pump ☒ *1000 gals. per hr.*

Cooling Water Pumps, No. Two - one Main Engine, one Service ^{Pumps} Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Bilge Pumps worked from the **Main Engines**, No. one Diameter 110 ^m/_m. Stroke 60 ^m/_m. Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line } No. and Size One 8" x 8" ✓
 } How driven Aux. Engine
 Is the cooling water led to the bilges. No ✓ If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements. ✓

Ballast Pumps, No. and size..... One 5' x 5" ✓ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size ✓
Are two independent means arranged for circulating water through the Oil Cooler ✓
Pumps, No. and size:—In Machinery Spaces..... 3 - 2 1/2" { One 2 1/2" Branch ✓
In Holds, &c..... ✓ as in plan } One 2 1/2" " ✓
Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Pump Room 2" Hand Pump.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One - 20 ton self priming cent. pump.
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes - Bilge & pump room. Are the Bilge Suctions in the Machinery Spaces
and from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Are all Sea Connections fitted direct on the skin of the ship	<i>Y</i>	Are they fitted with Valves or Cocks	<i>Valves</i>
Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates	<i>Y</i>	Are the Overboard Discharges above or below the deep water line	<i>above</i>
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel	<i>Y</i>	Are the Blow Off Cocks fitted with a spigot and brass covering plate	<i>Y</i>

What pipes pass through the bunkers None How are they protected ✓

What pipes pass through the deep tanks None Have they been tested as per Rule ✓

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times. Yes

What is the arrangement of valves and cocks in connection with the machinery See sketch

the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another. *Is the Shaft Tunnel watertight. Is it fitted with a watertight door. worked from*

a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork.

Main Air Compressors, No.	✓	No. of stages	Diameters	Stroke	Driven by
Auxiliary Air Compressors, No.	✓	No. of stages	Diameters	Stroke	Driven by
Small Auxiliary Air Compressors, No.	✓	No. of stages	Diameters	Stroke	Driven by
Sucking Air Pumps, No.	✓		Diameter	Stroke	

Engining Air Pumps, No.	Diameter	Stroke	Driven by
Auxiliary Engines crank shafts, diameter as per Rule as fitted		No.	
		Position	

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AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

Starting Air Receivers, No. Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 8-5-39 Receivers 12-7-39 Separate Fuel Tanks 12-7-39

Donkey Boilers 6-5-39 General Pumping Arrangements 27-6-39 Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied As per Glasgow Report No 61494

FOR THE ROWHEDGE IRONWORKS CO LTD

The foregoing is a correct description.

Manufacturer.

MANAGING DIRECTOR

Dates of Survey while building During progress of work in shops-- 19.12.39 During erection on board vessel-- 13.9.39, 15.10.39, 15.11.39, 20.11.39, 28.11.39, 5.12.39, 11.12.39, 28.12.39, 15.1.40, 7.2.40, 15.2.40, 26.2.40, 27.2.40 Total No. of visits 14

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods Crank shaft Flywheel shaft Thrust shaft Intermediate shafts 18-10-39 Tube shaft 18-10-39 Propeller 18-10-39 Stern tube 20-11-39 Engine seatings 20-11-39 Engines holding down bolts 11-12-39 Completion of fitting sea connections 28-11-39 Completion of pumping arrangements 27-2-40 Engines tried under working conditions 27-2-40 Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark 440YDS. 28-9-39 Thrust shaft, Material Identification Mark Intermediate shafts, Material 440YDS. 28-9-39 Tube shaft, Material Identification Mark Screw shaft, Material 440YDS. 28-9-39

Is the flash point of the oil to be used over 150° F.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery, (Glasgow Report No 61494 and Manchester Report No 9750 and 9751) of this vessel has been installed in accordance with the approved plans and Rule requirements. The materials & workmanship are sound and of good description.

The machinery has been examined under working conditions and is eligible in my opinion to be classed and to have notation + L.M.C. 2-40 O.G. 2-40, subject to an efficient additional bilge pump being fitted to the Engine Room bilge direct suction.

The amount of Entry Fee £ : : When applied for, 18 MAR 1940 Special No 61494 £ : : Donkey Boiler Fee £ : : When received, 6th July 1940 Travelling Expenses (if any) £ 2 : 17

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



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