

Rpt. 9. No. 29724.  
Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office. 8 MAY 1928)  
Date of writing Report 19 When handed in at Local Office -7 MAY 1928 Port of Sunderland  
No. in Reg. Book. Survey held at Sunderland Date, First Survey Apr 13 Last Survey May 1928 (No. of Visits 10)  
10486 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "BENRINNES"  
Tonnage { Gross 4798 Vessel built at Sunderland By whom Bartram & Sons, Ltd. When 1914, 7<sup>th</sup> mth  
Net 3071 Engines made at Sunderland By whom N.E. Marim Engineering, Ltd. When 1914.  
Nominal Horse Power 435 Boilers, when made (Main) 1914 (Donkey) 1914  
No. of Main Boilers 3 S.S. Owners Ben Line Steamers, Ltd. Owners' Address (if not already recorded in Appendix to Register Book).  
No. of Donkey Boilers 1 Managers W. Thomson & Co. Port Leith. Voyage  
Steam Pressure in Main Boilers 190 # Surveyed Afloat & in Dry Dock Grumwells Dry Dock Grumwells Dry Dock  
in Donkey Boilers 120 (State name of Dock.) Grumwells Dry Dock

Last Report No. Port  
Particulars of Examination and Repairs (if any) S.S. fitting of Superheaters  
Periodical Surveys, when held, must be reported in detail and serially 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.  
Do. " Donkey " No.  
If this was not done, state for what reasons? Donkey Boilers under steam  
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?  
Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 lbs. sq. in.  
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 Boiler? No.  
Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler?  
Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? No.  
Has screw shaft now been drawn and examined? Yes 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?  
Has shaft now been changed? No If so, state reasons  
Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?  
State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? To complete Survey the Donkey Boiler remains to be examined in its entirety, and the Safety Valves adjusted under steam. The Chief Engineer stated that this would be done at Middlesbrough, to which port the vessel has now proceeded, and the Middlesbrough Surveyors have been advised to this effect.  
Now done for Docking: - Vessel placed in Dry Dock, and the Propeller, Stern Bush, and outside fastenings of Sea Connections examined & found satisfactory.  
Now done for B.S.: - Three Main Boilers examined internally and externally, together with the mountings and the Safety Valves adjusted under steam to the pressure stated above.  
For particulars of Superheaters now fitted see attached Report.

General Observations, Opinion, and Recommendation: - The Machinery of this vessel as now seen is in a good and efficient condition, and eligible in my opinion to remain as classed with fresh record of Survey B.S. 5, 28 on completion of Survey as above. The H. P. Cylinder Dia. in the Register Book, should now be amended to 26"

Survey Fee (per Section 28) £ 5 : 0 : 0 Fees applied for  
Special Damage or Repair Fee (if any) £ 15 : 15 : 0  
Travelling Expenses (if chargeable) £ 1 : 1 : 0  
Committee's Minute  
Assigned See Indb. Rpt. 13298  
TUES. 15 MAY 1928  
Received by me  
A. I. Griffiths.  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



Now done for fitting  
of Superheaters

Three Main Boilers satisfactorily fitted with Superheaters.  
After assembling in place the system was tested under  
hyd press to 400 lbs  $\square$  & found sound & tight.

H. P. Cylinder Liner drawn, and new one satisfactorily  
fitted. (Dia 26" in place of 25" previously fitted.)

New H. P. & M. P. Pistons fitted.

H. P. & M. P. Cylinders examined & found satisfactory.

New H. P. Piston Rod fitted (Dia 7"). Stamped.

LLOYDS  
No. 8000  
A.T.G.  
24-4-28

Repairs for Wear & Tear:-

Cranksaft lifted, all bottom halves of main bearings  
re-metalled, shaft re-bedded, and tested for truth, with  
thrust shaft and found satisfactory.  
Bottom ends examined and found satisfactory.

3 Aux. Check Valve lids renewed on main Boilers.  
End plate built up by E. A. P. in way of Starb<sup>d</sup> Bottom  
Manhole door of Centre Boilers.

A. I. Griffith.