

WRECK DOG
No. 68 Top
WG10-0006
No. 14197

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

(Received at London Office

30 AUG 1930

Date of writing Report 28. 8. 1930. When handed in at Local Office 28. 8. 1930. Port of Middlesbrough.

No. in Reg. Book. 1 Survey held at Middlebrough Date, First Survey 25. 8. 30. Last Survey 28. 8. 1930
(No. of Visits 2)

65574 on the Machinery of the Wood, Iron or Steel *Twin Se* BENALLA

Tonnage { Gross 1181
Net 6988 Vessel built at Greenock By whom Caird & Co. When 1913-3

Engines made at do By whom do When 1913
 Nominal Horse Power { 1200
328 Boilers, when made (Main) 1913. (Donkey) ☒

No. of Main Boilers	Owners	Owners' Address (if not already recorded in Appendix to Register Book.)
253	P. O. Steam Nav. Co.	Yokohama

No. of Donkey Boilers 2 Managers ✓ Port Greenock Voyage from
 Steam Pressure—
 in Main Boilers 2154 ✓
 If Surveyed Afloat or in Dry Dock L. N. ERDA Particulars of Classification (which must be inserted
 exactly as in Register Book & Supplements).

in Donkey Boilers. ✓	(State name of Dock.)	CHARACTER.	Year assigned now	Machinery and Boiler
		for Special Survey.		
		Date of last Survey and of	Year	(including date of N.B. & A. A.)
			repaired.	

Last Report No. 45574 Port Don
 Particulars of Examination and Repairs (if any)

Periodical Surveys.		S. O.
<u>+100 A.1.</u>		<u>+LMC 3.2.</u>

(Periodical Surveys, when held, must be reported in detail and serialim 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 SS Long Nº 3-3.25 should be separated from Repairs due to other causes; and

... account of damages (the
... sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the
... and initials of any letters respecting this case. H. 8/5/30.

offered his services for this purpose, and why they were declined? ☒

Is 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, 10/10/1917*

Bo	"	Donkey	"	"	"	<i>✓</i>
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is was not done, state for what reasons? Other boilers examined in London.

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

What 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? }
 The Surveyor examining the Safety Valves of the Main Boiler? Sigs. S. E. only, To what pressure were they afterwards adjusted under steam? 215 lbs.

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? *Star. S.E. only.*, and of the Donkey Boilers? *✓*

the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? None

the Surveyor examine all the mountings of the Main Boilers? ☒ Yes ☐ No, and of the Donkey Boiler. ☒ Yes ☐ No

Is it fitted with continuous liner? ☒ Yes ☐ No Is an approved appliance fitted at the after end of ☒ Yes ☐ No

screw shaft now been drawn and examined? ☒ Is it fitted with suitable packing to prevent 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? ☒

* the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Now Done. The Starboard S.E. boiler and its mountings examined and put in good order and all safety valves adjusted under steam.

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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, R.&N.S. 9,11, or $\frac{1}{2}$ L.M.C. 9,11, 120 lb., F.D., &c.) is in safe working condition and eligible, in my opinion, to remain as classed and to have fresh record B.S. 8.30 as recommended in London report.

Survey Fee (per Section 28).....	£	:	:	Fees applied for
				19
Special Damage or Repair Fee (if any)..... (per Section 28.)	£	:	:	
Travelling expenses (if chargeable).....	£	:	:	Received by me,
				19

Committee's Minute / FRI. 5 SEP 1930
Assigned *Deferred for compl. No 1* *Wily*
D.L. 8.30

WED. 8 APR 1931

P. J. Mac. © 2020
Engineer Surveyor to Lloyd's Register of Shipping.

B.S. due 1,30, now completed.

S.S. no 1 due 3,29 not advised

See correspondence

Perms Shift due 7,30 →

It is submitted that
this vessel is eligible for
THE RECORD.

B.S. 8,30

It is submitted that this
vessel WILL BE eligible
for the record + L.M.C when

the port engine & its auxiliaries
have been examined

JH
1/9/30

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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