

No. 25476

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

(Received at London Office)

of writing Report 20th Mar. 1913. When handed in at Local Office

1913. Port of London

Survey held at London

Date, First Survey

Last Survey 19th Mar. 1913

(Sup.) on the Machinery of the Wood, Iron or Steel TSS. Benalla

Master

(No. of Vessel)

Gross 11120.
Net 7055.

Vessel built at Greenock

By whom

Caird & Co. Ltd.

When

YEAR. MONTH.

Entered

Power

Main Boilers

Donkey Boilers

Pressure

Main Boilers

Donkey Boilers

Engines made at Greenock

By whom

Caird & Co. Ltd.

When

Boilers, when made (Main)

(Donkey)

Owners

Port

Voyage

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

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

CHARACTER.
X for Special Survey.
Date of last Survey and of
Periodical Surveys.X for
Amalgamated
Survey.Machinery and Boiler
Survey
(including date of N.B., if any).

Class contemplated

st Report No. Port

Particulars of Examination and Repairs (if any) Damage to propeller

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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? Not required. Was 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? ✓

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

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? ✓

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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Was screw shaft now been drawn and examined? No

Is it fitted with continuous liner? ✓

or two liners? ✓

or is it without liners? ✓

Has shaft now been changed? ✓ If so, state reasons

Has the shaft now fitted new? ✓

Has it a continuous liner? ✓

or two liners? ✓

or is it without liners? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Close.

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

This vessel was reported by the Glasgow Surveyors as having sustained Damage to one of the propellers. (see Glo. Rpt. 20.16402.) & letter.

The vessel has now been placed in dry dock & the propellers & fastenings examined. All three blades of port propeller were found damaged, being broken & bent near tips. Two blades have been removed & new bronze blades fitted. The remaining blade which was only slightly damaged is to be renewed on the vessel's return.

General Observations, Opinion, and Recommendation:— In my opinion the 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, B.S.M.S. 9,11, or L.M.C. 9,11, 100 lb., N.B., &c.)

is now eligible to remain as classed, without special restrictions.

Survey Fee (per Section 28) £ : : ✓

Special Damage or Repair Fee (if any) (per Section 28.) £ : : ✓

Travelling Expenses (if chargeable) £ : : ✓

Fees applied for

19

Received by me,

19

H. G. D. Gardner

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

WED. MAR. 26 1913

Assigned

Machinery Certificate
WRITTENAs per
without spl. emdr

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Lloyd's Register
WG10-0020
Foundation

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

Due to Damage. Two propeller
Hades removed.

It is submitted that
this vessel is eligible to
remain as **CLASSED**, with out

restriction as

Pres.
25.3.18.

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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