

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

(Received at London Office)

26 FEB 1931

Date of writing Report 19th Jan 1931 When handed in at Local Office

Port of WELLINGTON

No. in Survey held at PIPITEA WHARE, WELLINGTON Date, First Survey 16th Jan Last Survey 19th Jan 1931

70245 on the Machinery of the Wood, Iron or Steel MOTORSHIP "BENTON" (No. of Visits 2)

Gross 4425 Net 2654 Vessel built at HAVERTON HILL-ON- By whom FURNESS S.B. CO. LTD. When 1925

Engines made at NEWCASTLE By whom WALLSEND STEEL CO. LTD. When 1925

Boilers, when made (Main) (Donkey) 1925

Owners THE AVENUE SHIPPING CO. LTD. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers BIRT, POTTER & HUGHES, LTD. Port LONDON Voyage OYSTERAC

If Surveyed Afloat or in Dry Dock AFLOAT (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 elapsed since last survey. | Machinery and Boiler Surveys (including date of N.B. if any) |
|---|---|--|
| LOCAL with freeboard 2.30 10.30 1st Feb 1931 | | 10.30 + M.C. (M) 4.30 B.S. 11.30 CL 11.30 |

Last Report No. 19846 Port ROT

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially 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 dates 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?

Is 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? NONE

Do, " Donkey " " " " NOT SUBMITTED FOR SURVEY OIL ENGINE.

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 Boilers?

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?

Has the screw shaft now been drawn and examined? 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 the 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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? NOT SEEN

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done? COMPLETE.

A Cracked Spare Cylinder Cover was submitted for survey with the object of having it temporarily repaired to enable it to be used, if required, on the contemplated voyage to the United Kingdom. The Surveyor examined the cracked Cylinder Cover and found one large deep radial crack extending into the central hole of the cover and there was also a smaller crack (3" long) at right angles to large crack but it did not extend into the central hole. For further particulars see Damage Report attached hereto.

It is recommended that the cracks be chain-pinned with 3/8" screwed pins for their entire length and this is done. The repair to be considered temporary only.

General Observations, Opinion, and Recommendation:—

(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. 2.11, B.M.S. 2.11, or S.L.M.C. 2.11, 140 lb., F.D., &c.)

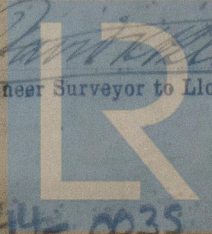
MAIN AS CLASSED WITHOUT FRESH RECORD OF SURVEY.

Survey Fee (per Section 28) £ : : Fees applied for 19/1/ 1931
 Special Damage or Repair Fee (if any) £ 2 : 4 : Received by me, 19
 Travelling expenses (if chargeable) £ : :
 Committee's Minute THE 3 MAR 1931
 Assigned No action

TUE. 17 MAR 31

TUE. 21 APR 1931

Engineer Surveyor to Lloyd's Register of Shipping



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A spare cylinder cover
repaired.

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.

It is submitted action
be deferred.

J.A.
17/2/21

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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