

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office) 24 OCT 1956

Date of writing Report. 13. 10. 56 When handed in at Local Office 15. 10. 56 Port of Glasgow.

No in Reg. Book. Survey held at Bowling. Date. First Survey 2<sup>nd</sup> OCTOBER. Last Survey 5<sup>th</sup> OCTOBER. 19 56. (No. of Visits 2.)

53119. on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. BEN - VARREY*

|                   |        |                                   |                           | Year.         | Month.  |   |           |       |      |
|-------------------|--------|-----------------------------------|---------------------------|---------------|---|---|-----------|-------|------|
| onage {           | Gross  | 266.                              | Vessel built at           | ELLESMERE Pt. | By whom   | MANCHESTER D.D. CO. LTD.                                | When      | 1923. | 5th. |
|                   | Net    | 99.                               | Engines made at           | ELLESMERE Pt. | By whom   | MANCHESTER D.D. CO. LTD.                                | When      | 1923. |      |
| N As Per Rule     | (52)   | Boilers, when made                | (Main)                    | 1923.         | (Donkey)  |   |           |       |      |
| of Main Boilers   | 15.8.  | Owners                            | RAMSEY S.S. CO. LTD.      |               | Owners' Address   | (if not already recorded in Appendix to Register Book.) |           |       |      |
| " " "             | (952)  | Managers                          | J. RAMSAY.                |               | Port  | RAMSEY.   | Voyage    |       |      |
| of Donkey Boilers | /      | If Surveyed Afloat or in Dry Dock | AFLOAT & ON BOWLING SLIP. |               | Particulars of Classification (which must be inserted precisely as in Register Book & Supplements). |   |           |       |      |
| m Pressure—       |        | (State name of Dock.)             |                           |               |   |   |           |       |      |
| Main Boilers      | 130lb. |                                   |                           |               |   |   |           |       |      |
| Donkey Boilers    | /      |                                   |                           |               |   |   |           |       |      |
|                   |        |                                   | HULL                      |               |   |   | MACHINERY |       |      |

st Report No. .... Port .....

rticulars of Examination and Repairs (if any) Docking, Gen. Exam. + Part B.S.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the  
of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
ent of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides  
detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and  
als of any letters respecting this case .....

|           |       |          |       |
|-----------|-------|----------|-------|
| + 100 A1  | 3.55. | + L.M.C. | 8.52  |
| S.S. Nux. | 9.52. | B.S.     | 3.55. |
| (De).     | 1.48. | T.S.C.L. | 3.55. |

image 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.

a damage report made by anyone else? If so, by whom? No.

" " Donkey " "

B.S. Not Done

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

t, state for what reasons. 12. 5. 1901 What parts of the Boilers could not be taken down by  
t special means, in the absence of internal examination, were adopted by the }  
t Inspector to assure himself of the thorough efficiency of those parts of each Boiler? } Efficient

Present condition of funnel(s) Efficient

latest date of internal examination of each boiler.....

No. To what pressure were they afterwards adjusted under steam? 130 lbs.

the Surveyor examine the Safety Valves of the Donkey Boilers? ✓  
 To what pressure were they afterwards adjusted under steam? ✓  
 No. ✓  
 and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No. ☒

the Surveyor examine the drain plugs of the Main Boilers? No. ☒

the Surveyor examine the drain plugs of the Donkey Boilers? No. ☒

the Surveyor examine the drain plugs of the Donkey Boilers? No. ☒

the screw shaft now been drawn and examined? No. Has it a continuous liner? Yes. Is an approved oil retaining appliance fitted at the after end? No.

shaft now been changed? No. If so, state reasons..... Has the shaft now fitted been previously used?..... Has it a continuous liner?.....  
 damaged all retaining appliance fitted at the after end?..... State date of examination of Screw Shaft..... State the wear down in the

Is electric light and/or power fitted?.....If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?.....  
 Is electric light and/or power fitted?.....If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?.....  
 Have generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?.....

the insulation resistance of the generators, motors and apparatus.

1039 The parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

How done for docking:- Vessel placed on slip. Propeller, aft end of stern butt and all

How done for Completion B.S.:- Boilers examined under steam and safety valves adjusted

How done for General Exam.:- Main and Auxiliary machinery generally examined together

with bilge & ballast piping and all considered in safe working order. Main and auxiliary machinery examined under working conditions. Bilge and ballast arrangements

ected and all found to be in good order. The Chief Engineer states the machinery is running efficiently over the previous 12 months. Consequently, it is considered the

whose request for postponement of Special Survey may merit the favorable consideration of the committee.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel, so far as now seen*  
(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 the nature of the alterations proposed to be made in the records of the vessel's machinery, boilers, working pressures, &c.)

in safe working condition and, eligible, in my opinion, to remain as classed with free

and of B.S. 5, 56, as previously recommended, 'now.

Fee (per Section 23) £ 5 : - : - Fees applied for, 23 Nov 1955  
 Total Damage or Repair Fee (if any) £ : :

Received by me,  
 £ - : 8 : - 19  
 olling expenses (if chargeable)

Committee's Minute. Deferred for M.S.

Assigned *but assign BS. 5.56* Header Foundation  
004562 - 004572



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130/124

1/2000000 0.0 0.000000  
1/2000000 0.0 0.000000

22. Dec. 1866

1891. 2. 2. 13. 10. 1891.

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Lloyd's Register  
Foundation