

95, Bothwell Street,
GLASGOW, C.2.

6th December, 1947.

Dear Sir,

"MONARCH OF BENBUJA"

Referring to your letter of the 2nd instant, I visited the above vessel yesterday accompanied by Mr. Oxford and Mr. Bell of the Leith Office.

Mr. Fullerton of the Glasgow Office, a Surveyor with wide experience of repair work, also accompanied me as it was thought that in addition to assisting in the examination of the ship, he would be helpful to the Leith Surveyors and also be able to keep me informed of the progress of the work, in the event of the repairs being proceeded with.

Mr. Hartell, representing the Owners, the Chief Engineer and the Chief Officer, were also present.

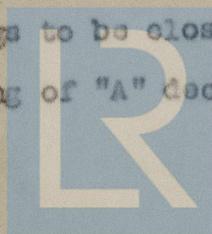
In order that the vessel may proceed under her own power, it is considered the following requirements are necessary:-

HULL:

1. House to be provided for protection of Officers on Navigating Bridge.
2. Forward funnel supports to be reinforced in way of top decks.
3. After funnel (dummy) to be removed and opening closed over.
4. All W.T. doors to be placed in position and closed, except the following required for navigation of ship.

At Bulkheads 31, 53, 73, 96, 105 and 122 at Engine room level which should be capable of being controlled from the bulkhead deck.

5. All loose plating on "E" deck over machinery space to be made watertight by riveting or bolting.
6. "E" deck to be made tight over machinery space and provision made for draining deck to Engine Room bilges.
7. All deadlights and openings to be closed up to "A" deck.
8. Holes to be cut in overhang of "A" deck for freeing any water.



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1/3
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9. Several buckled pillars in 'tween' decks to be replaced and in some instances buckled girders to be reinforced. Also cross ties to be arranged to prevent thwartship movement of top structures.
10. Rudder to ship.
11. Steering gear to be overhauled and made in working order and telemotor control fitted.
12. Engine Room telegraphs to be provided.
13. Telephones to be provided between Engine Room and Navigating Bridge and between Navigating Bridge and Steering Gear Compartment.
14. Windlass (Electric) at present worked by emergency motors to be tested.
15. Anchors and cables to be examined.
16. Stream wire to be supplied.
17. Pumping arrangements to be overhauled and made workable.
18. Vessel to be dry docked and keel sighted.
19. Life Saving appliances may require to be arranged to satisfaction of Ministry of War Transport.

MACHINERY:

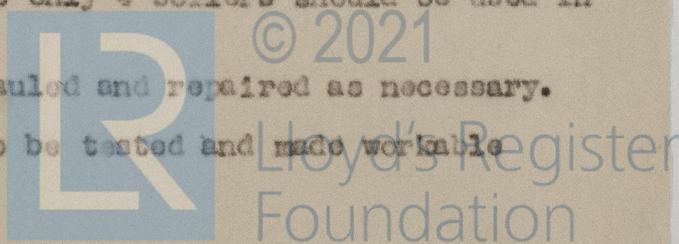
The Main Engines were not damaged by water.

The main propulsion motors which were partly under water have been opened up by the General Electric Co., rotors withdrawn, cleaned, dried out and replaced.

All motor driven auxiliaries which were under water have been opened up, dried out and run.

The following will, however, require to be done:-

1. Four after boilers to be surveyed - remainder of boilers have no forced draught. In view of the condition of the hull it is considered that only 4 boilers should be used in order to limit the speed.
2. Service pipes to be overhauled and repaired as necessary.
3. Electrical installation to be tested and made workable as required.



3.

4. Engines to be tried out under voyage conditions.

The above requirements are subject to the bottom of the vessel being found satisfactory in dry dock.

It is possible, however, that the Newcastle Surveyors will be able to state whether there is any buckling or deflecting of the bottom which might indicate weakness in the main structure, as the vessel was dry docked after the fire damage was sustained.

It is understood that H.E.L. steel was used in the top structure and that the question of the effect of the heat on this steel was discussed by Mr. Edgar and Mr. Ripley; but there is no record of Mr. Ripley's views on this question.

Provided there is no possibility of the properties of this steel having been unduly effected by the heat and water, the hull is considered satisfactory for the voyage, subject to the above requirements being carried out.

Regarding the alternative proposal to tow the vessel, it is considered all the above requirements should be carried out except, Items 1,5,12,13,17 for the Hull and all items for the machinery (except in so far as is required for the windlass under Item 3). It is considered desirable that Items 10 and 11 (Hull) regarding the rudder and steering gear should be attended to, in order to assist in the control of the hulk.

(sg.) Geo. Webster.

I am, Dear Sir,

Yours faithfully,

The Secretary,

LONDON.



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