

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

(Received at London Office)

26 JUN 1941

Date of writing Report Mar. 20th. 41. When handed in at Local Office Mar. 20th. 41. Port of Hong Kong

Survey held at Hong Kong Date, First Survey Mar. 17th. 1941 Last Survey Mar. 17th. 1941  
(No. of Visits 1)

745 on the Machinery of the ~~Hong Kong~~ Steel "BENNEVIS"

Gross 5356 Vessel built at Stockton By whom Richardson Duck & Co. Ld. When 1918 8mo.

Net 3247 Engines made at Stockton By whom Blair & Co. Ld. When 1918 8mo.

426 Boilers, when made (Main) 1918 (Donkey) -

3 Owners Ben Line Steamers Ld. Owners' Address -  
(if not already recorded in Appendix to Register Book.)

Donkey Boilers - Managers (W. Thomson & Co.) Port Leith Voyage -

Main Boilers 180 If Surveyed Afloat or in Dry Dock Dry  
(State name of Dock.) Kowloon

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

st Report No. - Port -

Particulars of Examination and Repairs (if any) Docking

Medical Surveys, when held, must be reported in detail and seriatim 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 names and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has a damage report been 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? No

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time? None

Why 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? -

What is the latest date of internal examination of each boiler? - Present condition of funnel(s) Good

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 Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No 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 date of examination of Screw Shaft? - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

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

Vessel placed in dry dock, propeller, after end of stern tube and all outside fastenings of sea connections examined and found in good order.

General Observations, Opinion, and Recommendation: L.M.C. remain as at present.

(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, E.S. 9,11, E.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 2,24,

Survey Fee (per Section 20) £ - - - - -

Special Damage or Repair Fee (if any) (per Section 20.) £ : : : :

Travelling expenses (if chargeable) £ : : : :

Committee's Minute FRI. 4 JUL 1941

Assigned Ad now

Fees applied for £ - - - - -

Received by me, £ - - - - -

Engineer Surveyor to Lloyd's Register of Shipping.

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W26 0009

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

It is recommended that this vessel be classified as **CLASSED**.

*2/7/41*  
*RA*



**General Officers' Opinion and Recommendation**

The vessel was examined on the 27th day of February 1941 at the premises of the shipyard at ... The vessel was found to be in good condition and fit for service.

The vessel was found to be in good condition and fit for service. The hull was found to be in good condition and fit for service.

The vessel was found to be in good condition and fit for service. The machinery was found to be in good condition and fit for service.

The vessel was found to be in good condition and fit for service. The deck was found to be in good condition and fit for service.

The vessel was found to be in good condition and fit for service. The cargo hold was found to be in good condition and fit for service.

The vessel was found to be in good condition and fit for service. The crew quarters were found to be in good condition and fit for service.

The vessel was found to be in good condition and fit for service. The overall condition of the vessel was found to be in good condition and fit for service.



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