Rpt. 9.

No. 98,858

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

(Received at London Office 14 JUN 1933)

Date of writing Report 14 JUN 1933 19 When handed in at Local Office 14 JUN 1933 19 Port of London

No. in Book. Survey held at Tollesbury Date. First Survey 25 May Last Survey 13.6.33 19 (No. of Visits 3)

2349 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "Benguela"

Tonnage: Gross 55.70 Net 35.34

Total Power 55.6

Main Boilers 3

Donkey Boilers –

Pressure Boilers 180

Donkey Boilers –

Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson When 1910-7

Engines made at do By whom Wilson & Spwy Co Ltd When 1910

Boilers, when made (Main) 1910 (Donkey)

Owners Imperial Direct Lines Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Elder Dempster Lines Ltd Port Voyage

If Surveyed Afloat ~~or in Dry Dock~~ Tollesbury (State name of Dock.)

See attached

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 assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1 9.30		+LMC
SS LUX 3 4.23		MS 7.27
SS Ham. N 1.27		BS 4.30
		TSC(2) 1.29
		UNDERTAKING CASE

Report No. 98775 Port Lon.

Particulars of Examination and Repairs (if any) Condition

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

In cases where the Surveyor has not made a special damage report he is required to state whether he sought his services for this purpose, and why they were declined –

Damage report made by anyone else? If so, by whom? –

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Summer

" Donkey " " " –

If not done, state for what reasons? –

Any parts of the Boilers could not be thus thoroughly examined? –

Any 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? –

Last date of internal examination of each boiler Centre & Stb 28/5/32

Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 176 lb.

Surveyor examine the Safety Valves of Donkey Boiler? – To what pressure were they afterwards adjusted under steam? –

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers? –

Surveyor examine the drain plugs of the Main Boilers? –, and of the Donkey Boiler? –

Surveyor examine all the mountings of the Main Boilers? –, and of the Donkey Boiler? –

Has 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 it been changed? – If so, state reasons –

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? –

Date of examination of Screw Shaft – State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft –

If survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

It is stated that this vessel is proceeding to Italy to be broken up, via the Tyne with a cargo of coal.

Now done: General examination was held.

Examined internally & externally the Centre & Starb'd boilers and the Port boiler externally. All safety valves opened up & examined afterwards Boilers examined under steam & safety valves adjusted as above. The furnaces are all more or less misshapen, but considered satisfactory for the voyage to Italy, as the boilers are clean internally. Main engines, pumps, steering gear & windlass tried out under steam. Pumping arrangements generally examined & pumps tested on bilges & tanks.

Final Observations, Opinion, and Recommendation:— The boilers & machinery of this vessel are now in safe working condition & eligible in my opinion to be continued as classed in the Register book, for the proposed voyage to Italy via the Tyne.

(Specify 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.&M.S. 9,11, or S.L.M.C. 9,11, 180 lb., F.D., &c.)

Fee (per Section 29) £ 6 : 6 0 Fees applied for 14 JUN 1933 19

Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ 3 : 1 : 6 Received by me, 20/6/33 19

Charles H. Hunter
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 20 JUN 1933 TUE. 5 SEP 1933

Assigned UNDERTAKING CASE Referred

Insert Character of Ship and Machinery precisely as in the Register Book.

If a Certificate required, if so, to be sent to

WS30-0175

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