

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 27 JAN 1948)

Writing Report 20th January, 1948 When handed in at Local Office 19 Port of BRISTOL

Survey held at Avonmouth Date First Survey 20th Nov. Last Survey 10th Jan. 1948 (No. of Visits 10)

4 on the Machinery of the ~~Wreck, Iron~~ Steel Sc. "BEECHER ISLAND" Year. Month.

Gross 10172 Vessel built at Mobilge, Ala. By whom Alabama D.D. & S.B. Co. When 1944

Net 6134 Engines made at Lynn, Mass. By whom General Electric Co. When 1944

Boilers, when made (Main) (Donkey) (Donkey)

Main Boilers Owners British Tanker Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Donkey Boilers Managers Port London Voyage

Pressure in Boilers * Surveyed Afloat & in Dry Dock Royal Edward (State name of Dock.)

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

Report No. Port B.S. & T.S.

Particulars of Examination and Repairs (if any) Classification contemplated

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates 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 offered 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?

Donkey " " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler Stbd. 18.12.47 P. 25.11.47 Present condition of funnel * Good

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? Blrs. 500lb Spt. 465lb.

Surveyor examine the Safety Valves of the Donkey Boilers? - - 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 Boilers? - -

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

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

Shaft now been changed? Yes If so, state reasons Liner fractured shaft corroded Has the shaft now fitted been previously used? No Has it a continuous liner? Yes

Approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 21.1.48 State the wear down in the bush Close Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Vessel in dry dock, propeller, screw shaft, stern bush, sea connections and their fastenings

examined and found to be, or now placed, in good condition. Screwshaft renewed on account of liner

fractured and after removal shaft in way badly corroded; stern bush rewooded.

After Survey: Main boilers examined internally together with superheaters, safety valves, mountings,

ble doors and their fastenings and found to be, or now placed in good working condition. The

boilers tested with hydraulic pressure and one tube which showed signs of leakage renewed. Brickwork

renewed with as found necessary. Upon completion safety valves adjusted under steam as stated above.

Fuel burning installation generally examined under working condition. C.O.2 fire extinguishing

status examined and found in good order; this has now been overhauled and recharged as found

necessary by maintenance representatives.

General Examination: The machinery examined externally and parts opened out examined and all found,

as far as could be ascertained, in good condition. The main turbine casing and rotor lifted, blading,

casing and bearings examined. The main alternator rotor removed to works, Liverpool, and examined P.T.O.

General Observations, Opinion, and Recommendation:— This vessel's Engines and Boilers as now seen, are in

(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, BS 9,11, B&MS 9,11 * LMC 9,11 or * LMC 140 lb., FD, &c.)

condition and eligible in our opinion to have record in the Register Book of BS 1,48 and screw

as seen (CL) N 1,48.

Fee (per Section 29) B.S. £ 11: 0: 0 Fees applied for

Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, J. Brooke Smith Thomas Donaldson E. E. Smith

Printing expenses (if chargeable) £ 1: 1: 0

Committee's Minute FRI. 13 FEB 1948

Signed B.S. 1,48 (500 lb)

Signed S.N. (CL) 1,48

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

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by Surveyors at that port who report as follows :

"The end shields removed, windings examined and found in good condition. The very small amount of carbon deposit adhering to the coils and insulation removed, the whole thoroughly cleaned, stoved and windings coated with a high temperature enamel and reassembled. The slip rings skimmed. On completion the insulation test was 15 megohms. The forward boiler feed pump steam and water end examined also after feed pump water end. All coolers tested. The Owners' Representative stated the machinery worked satisfactorily and there are no known defects. A number of auxiliaries seen under working conditions. The electrical installation generally examined, generators, motors, switchgear, cables and fuses as far as practicable and found in good condition.

Dimensions of screwshaft :-

At end of cone $18\frac{5}{8}"$

Fore end of liner $18.23/32"$.

Thickness of continuous liner $1.1/8"$.

Length of bearing in stern bush next to and supporting propeller $7'4"$.

J. Brooks Smith



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