

Rpt. 9

Date of writing report 17th Dec: 1958

Survey held at Falmouth Docks

Received London 22 DEC 1958

No. of visits 12

Port FALMOUTH

First date 25 Nov;

No. 13409

Last date 15 Dec: 1958

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 53571 Name S.S. "BEECHER ISLAND" Gross tons 10,668 Date of build 1944
Owners BP Tanker Co. Ltd. Managers - Port of Registry London
Engines made 1944 By General Electric Co. Type Stm. turbine con. to elec. motor & sc. shaft.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 200 lbs: 273 lbs:
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Drydock
Nature of Survey MBS, TS, CS & Damage.
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100 A1	LMC-CS 12,56
12,57	MBS 12,57
ss. Shl. (DR) 12,56	TS(CL) 3,56
	SPS 12,56
Carrying Petroleum in Bulk	

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes close fit Oil Glands Sea Connections
Fastenings good Has Screwshaft Tubeshaft been drawn? yes, good Date of Examination 1 Dec: '58 Has Shaft been changed? no
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? yes, good Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) Turbo-elec: PORTX STARBOARDX

- 1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides { Side
Centre
4 Crankpins & Bearings { Side
Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- 6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- 11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 16 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS Good

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel as now seen is in good condition, eligible in my opinion to remain as classed with fresh record of MBS 12,58 TS(CL) 12,58 and CS (with date) when the survey is completed.

Date of Committee

Decision

THURSDAY 22 JAN 1959

MBS 12,58 without spl cdn
TS 12,58

40m,4,57. T. (MADE AND PRINTED IN ENGLAND.)

Noted
for
Header

Engineer Surveyor to Lloyd's Register of Shipping

D.S. ELLIOTT

Foundation

002457-002464-0069 1/2

If certificate is required state where to be sent.

22 Essential Independent Pumps (Identify by position) Forward oil fuel pump - good, main circulating pump - good

23 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

24 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

25 Fresh Water Coolers 26 Lub. Oil Coolers/stbd: good 27 Heaters (state service) Stbd: FO - good

28 Independent Air Compressors, Coolers & Safety Devices

29 Air Receivers & Safety devices—Main

30 Auxiliary

31 Oil Fuel Tanks (Not forming part of hull structure)

32 Evaporators

33 Have Evaporator Safety Valves been tested under steam?

34 Steering Machinery

35 Windlass

36 Fire Extinguishing Arrangements good

AUXILIARY ENGINES (Identify by position)

Port turbo alternator - good

Starboard turbo alternator - good

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
Generators			Generators & Governors	Port & Starbd: both - good
Exciters			Motors	Fwd. OF pump-good, main circulating pump - good
Air Coolers			Switchboards & Fittings	
Motors			Circuit Breakers	
Air Coolers			Cables	
Control Gear, Cables, etc.			Insulation Resistance	
Insulation Resistance			Steering Gear Generators and Motors	
Insulating Oil Test			Navigation Light Indicators	
Overspeed Governors				
Magnetic Couplings				
Air Gap				

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port & Starbd: - both good, examined

internally 2nd Dec: 1958

Superheaters and de-superheaters good

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to Sat. 500 lbs: per sq" Spt. 473 lbs: per sq"

Boiler Securing Arrangements good

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes, good

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel Efficient

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

WEAR & TEAR REPAIRS

Tailshaft drawn and examined, liner found to be lightly eroded and rigid, liner skimmed and tailshaft in order.

Aft section of stern bush found to be cracked and bore of stern tube wasted, cast steel stern tube bored and outer face lightly machined and new replacement aft section of bronze stern bush efficiently fitted. Stern tube rewooded and bored out to suit machined tailshaft.

Port and Starboard boilers examined, a number of water wall tubes were found to be bl in both boilers, generator tubes distorted port boiler and a number of superheater found to be plugged starboard boiler;

Starboard boiler - 4 inboard side water wall tubes renewed, 1 outboard side tube renewed, 4 rear water wall tubes renewed, 5 rows of superheater tubes top bank of air heater tubes renewed.

Port boiler - 6 inboard side water wall tubes renewed, 2 outboard side wall tubes renewed, 2 rows of 2" and 2 rows of 1 1/2" generator tubes renewed, main stop valve lid renewed. On completion of repairs to boilers hydraulically tested and found tight.

CONT: SHEET 2

Survey fees MBS £28:0:0

TS £7:0:0

CS £12:0:0

CS re-exam & Repairs £5:0:0

Damage fee £4:4:0

Sunday Fee £5:5:0

Expenses... 5:0

Date when A/c rendered 19 Dec: 1958

SHEET 2

FALMOUTH

Continuation of Report No. 13409 dated 17th Dec: 1958

on the

"BEECHER ISLAND"

3 new replacement seat blower pipes hydraulically tested and tight.

Forward Oil Fuel pump motor and main circulating pump motor bearings renewed, windings cleaned, stoved and varnished.

Starboard turbo alternator examined - turbo rotor balanced and oil governor pinion cylinder bored out.

DAMAGE - Stated to have been caused by a surge in the generator speed (inboard turbo alternator) on the 16/11/58, at Hamburg, vessel on voyage Banias to Hamburg loaded.

DAMAGE FOUND - last row of turbine blading damaged with shrouding damaged and missing, static blading damaged, rotor found to be .008" bent, labyrinth packing turned and pinion bearings wiped.

DAMAGE REPAIRS - Reconditioned turbine rotor efficiently fitted, diaphragm blading top and bottom renewed, labyrinth packing and carbon packing all renewed and adjusted, both pinion bearings renewed. On completion of repairs turbo alternator tried under load, governing tested and all found in good order.

CONDITIONS OF CLASS:- "Subject to main discharge pipe to be specially examined and dealt with at U.K."

Main discharge pipe now renewed, and fabricated copper new replacement pipe hydraulically tested and found tight at 25 lbs: per sq" and efficiently fitted.

It is recommended that this item be now deleted as a condition of class.

"Subject to inboard turbo generator to be repaired at Falmouth."

Inboard turbo generator now permanently repairs (see damage).

It is recommended that this item be now deleted as a condition of class.

J.P. Ellis



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