

Rpt. 9

Date of writing report 7-5-59
Survey held at GLASGOW

3 JUN 1959

Received London
No. of visits 2

Port GLASGOW No. 90059
First date 23-4-59 Last date 4-5-59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 5354 Name S.S. "BEAULY"
Owners W. SLOAN & CO. LTD. Managers ✓
Engines made 1924 By AILSA S.B. ENG CO. LTD. TROON Type T 3cy 18" 28 3/4" x 50" x 42"

Gross tons 1030 Date of build 1924-8

Port of Registry GLASGOW

Records of Survey & Special Notations as per Register Book

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2SB W.P. 180 lb
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock afloat
Nature of Survey Ch. MBS. & gen. ex. of Boilers.
Was Damage Report issued? No. Int. Cert. Yes
Last Report (For Head Office only)

Hull	Machinery
BS* DS. 5.57	ES. 7.56.
SS PGL. 7.56	MBS. 5.57.
	TCL. 6.56.
	SPS. 7.56.
	OF 7.56

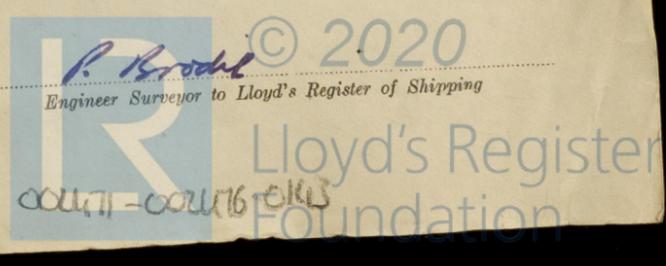
The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected 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. Wear Down of Stern Bushes. Oil Glands. Sea Connections. Has Shaft been changed?
- Fastenings. Has Screwshaft Tubeshaft been drawn? Date of Examination. Approved oil gland?
- Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? STARBOARD
- MAIN ENGINES (Recip. Steam or I.C.) PORT
- 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.
- 16 SCAVENGE BLOWERS.
- 17 SUPERCHARGERS.
- MAIN TURBINES
- 18 Casings, Rotors, Blading, Bearings & Thrusts.
- 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES).
- 20 STEAM COMPRESSORS.
- 21 CLUTCHES & HYDRAULIC COUPLINGS.
- 22 REDUCTION GEARING.
- 23 THRUST BLOCKS, SHAFTS & BEARINGS.
- 24 INTERMEDIATE SHAFTS & BEARINGS.
- 25 HOLDING DOWN BOLTS & CHOCKS.
- 26 CONDENSERS (MAIN & AUX.).
- 27 STEAM RE-HEATERS.
- 28 DE-SUPERHEATERS.
- 29 STOP & MANOEUVRING VALVES.
- 30 MAIN ENGINE DRIVEN PUMPS.
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES.

OPINION OF MACHINERY AND RECOMMENDATIONS: The machinery of this vessel is for as now seen is in safe working condition and eligible in my opinion to remain as classed with fresh record of MBS 6/58 now, as previously recommended.

Have Main Engines been tested working and manoeuvring?

Date of Committee GLASGOW 2 JUN 1959
Decision To be broken up.



Noted for Header

If certificate is required state where to be sent

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices.....
- 39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
- 41 Oil Fuel Tanks (Not forming part of hull structure).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD
a Generators	l Generators & Governors.....
b Exciters.....	m Motors.....
c Air Coolers.....	n Switchboards & Fittings.....
d Motors.....	o Circuit Breakers.....
e Air Coolers.....	p Cables.....
f Control Gear, Cables, etc.....	q Insulation Resistance.....
g Insulation Resistance.....	r Steering Gear Generators and Motors.....
h Insulating Oil Test.....	s Navigation Light Indicators.....
i Overspeed Governors.....		
j Magnetic Couplings.....		
k Air Gap.....		

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

MAIN AUXILIARY, DONKEY or PRESS.....

Superheaters

Safety Valves

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to { Sat. *180 lb Both main boilers.*

Boiler Securing Arrangements.....

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*..... Forced Circulating Pumps.....

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

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)

This vessel has been laid up since June 1958.

A general examination has been made now of both main boilers internally and externally, and they are considered to be in safe working condition. The boiler mountings were not opened up.

It was stated by Owner's representative that this vessel will be proceeding to Belgium to be broken up.

LEAVE THIS SPACE BLANK

General Exam. of Bln. # 5-5-0
Survey fees

Damage fee ...
Expenses...

Date when A/c rendered.....



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*10/6/59
W.B.S. 6-158
Note: W.B.S. 6-158 must be forwarded to M.O.D.*

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