

Rpt. 9

Date of writing report 28th JULY 1956
Survey held at PORT GLASGOWReceived London 8 = AUG 1956
No. of visits 14Port GREENOCK No. 25693
First date 29th MAY 1956 Last date 10th JULY 1956

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 03/82 S.S. BEAULY Gross tons 1030 Date of build 8-1924
Owners W. SLOAN & CO. LTD Managers - PD - Port of Registry GLASGOW
Engines made 8-1924 By AILSA S.B. CO. LTD, TROON. Type T 357L.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 SB W.P. 180 lbs
No. of Aux./Donkey Boilers 1 W.P. 180 lbs
Surveyed Afloat in Dry Dock YES
Nature of Survey DOCKING, MBS, Sep. 13, O.F. CONV. BLRS.
Was Damage Report issued? NO Int. Cert.? YES
Last Report (For Head Office only)

Hull		Machinery	
BS*	SS 6/52 MBS*	ENG. 7/51	
	DOCKING 7/55	BLRS 5/55	
		TR. 7/53	
		SEP 5/50	
ND			

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 0.110" Oil Glands Sea Connections GOOD
Fastenings GOOD Has Screwshaft/Tubeshaft been drawn? YES Date of Examination 19/6/56 Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? YES Approved oil gland? NO

MAIN ENGINES (Recip. Steam)

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

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

23. THRUST BLOCKS, SHAFTS & BEARINGS GOOD
24. INTERMEDIATE SHAFTS & BEARINGS GOOD
25. HOLDING DOWN BOLTS & CHOCKS GOOD
26. CONDENSERS (MAIN & HOT) GOOD

STEAM RE-HEATERS

DE-SUPERHEATERS

29. STOP & MANOEUVRING VALVES GOOD
30. MAIN ENGINE DRIVEN PUMPS GOOD

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? YES

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is in efficient order and eligible in our opinion to remain as classed, with fresh records of surveys MBS* 7.55 BLRS 7.56, 5.56, Sep. 7, 56, and with the notation "Fitted for O.F. 7.56 F.P. above 150°F."

Date of Committee

Decision

30m, 5.54. T.

GLASGOW

MBS* 7.56

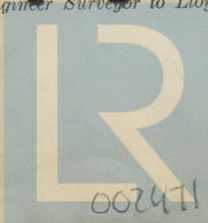
BLRS 5.7.56

5.6.56

5.5.5. 7.56

Fitted for oil fuel 7.56 F.P. above 150°F.

7 AUG 1956

Noted
for
HeaderR. Elliott & J. A. McIntyre & G. Munro.
Engineer Surveyor to Lloyd's Register of Shipping

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Lloyd's Register
Foundation

If certificate is required state where to be sent.

12 Essential Independent Pumps (Identify by position) MAIN CIRCULATING PUMP, BALLAST PUMP, BOILER FEED PUMP, GENERAL SERVICE PUMP

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls ALL GOOD

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

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Motors (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 GOOD 46 Fire Extinguishing Arrangements GOOD

AUXILIARY ENGINES (Identify by position)

PROVISION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
a Generators			1 Generator & Governor	GOOD
b Engines			2 Motors	
c Air Coolers			3 Switchboards & Fittings	GOOD
d Motors			4 Circuit Breakers	GOOD
e Air Coolers			5 Cables	GOOD
f Control Gears, Cables, etc.			6 Insulation Resistance	GOOD
g Insulation Resistance			7 Stopping Gears, Generators and Motors	
h Insulating Oil Bush			8 Navigation Light Indicators	GOOD
i Overboard Connections				
j Magnetic Couplings				
k Air Cops				

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN PORT & STARBOARD - GOOD 5/6/56 AUGUSTINE, DONKEY or PRESS REMOVED FROM VESSEL AT THIS TIME

Supercosts

Safety Valves GOOD

Mountings, Doors & Fastenings GOOD

Safety Valves Adjusted to Sat. 180 lbs. COMPRESSOR RINGS PORT B.L.R. PV 1/2 SV 1/2
STARBOARD PV 1/2 SV 1/2

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 Forced Circulating Pumps

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

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main COPPER Auxiliary (over 3 in. bore) NONE

Were Copper Pipes annealed? YES 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)

NOW DONE FOR DOCKING:- Vessel placed in dry dock. Tail shaft drawn, propeller, screw shaft, liners, stem bush and all external fastenings examined, and all found or placed in good order.

REPAIRS FOR DOCKING:- Propeller boss rubber ring renewed. Star tail shaft coupling bolts renewed. Red cork and donkey boiler blowdown cock removed from hull and apertures blanked off.

REPAIRS FOR BOILER SURVEY:- PORT Boilers: One plain tube renewed in inboard C.C. 14 stay tubes caulked and 12 plain tubes expanded, C.C. seam caulked approx. 3 ft. Centre C.C. 9 stay tubes caulked, 2 plain tubes expanded and 12 RT. C.C. seam caulked. Outboard C.C. 3 stay tubes caulked, 5 plain tubes expanded. Inboard manhole door and opening built up with electric welding. Grooving on Centre and Inboard furnace neck cut out and electric welded. Pitting on furnace corrugations on water side built up with electric welding.

LEAVE THIS SPACE BLANK

Survey fees MBS. 22-0-0

BLRS. 10-0-0

TSCL. 3-0-0

OIL FUEL COV. 25-0-0

ELEC. 6-0-0

Damage fee

Expenses

Date when A/c rendered 27th JULY 1956.

Rpt. 9a.

Port of GREENOCK

Continuation of Report No. 25693. dated 28th JULY 1956 on the

BEALLY

2.

Starboard Boiler:- Inboard C.C. 6 stay tubes caulked and 6 plain tubes expanded. Centre C.C. 12 stay tubes caulked and 6 plain tubes expanded. Outboard C.C. 7 stay tubes caulked and 7 plain tubes expanded. All furnace goose necks caulked approx. 7 ft at seams. Pitting on furnace corrugations on water side built up with electric welding. PORT boiler auxiliary feed check valve seat renewed. Starboard boiler safety valve seats renewed, main feed check valve spindle renewed, auxiliary steam stop valve spindle renewed.

NOW DONE FOR MACHINERY REPAIRS (MAIN & AUXILIARIES)

Main engine M.P. piston rings renewed. H.P. slide valve spindle tail rod bush renewed. H.P. cylinder bottom relief valve spring renewed. H.E. driven boiler feed pump arms renewed in stainless steel and gland and neck bushes renewed, forward pump discharge valve lid renewed and valve seat machined, aft pump suction valve lantern seat and valve lid renewed, both pumps relief valves re-conditioned. H.E. driven forward bilge ram suction and discharge valve lids and seats machined.

Main condenser examined under a gravity hydraulic test pressure and found satisfactory.

Steam engine piston rod renewed. (Electric generator)

Main circulating pump impeller shaft force-fitted in way of outer bearing and bush re-metalled. Engine slide valve spindle machined in way of guide and guide rebushed.

Duplex boiler feed pump steam cylinders neck bushes renewed.

Windlass starboard gybing bush renewed, port connecting rod top end pin renewed, steam pipe and valve chest flange bolts & nuts renewed as specified.

NOW DONE FOR OIL FUEL CONVERSION:- Heating coil pipes installed in PORT and Starboard settling tanks, and PORT and Starboard bunker tanks as per approved plans, tested under a hydraulic test pressure of 400 lbs/sq. in. and found satisfactory. Oil pipe lines installed as per approved plans, tested under a hydraulic test pressure of 400 lbs/sq. in. and found satisfactory. Suction and filling pipe lines installed, together with the necessary fittings as per approved plans, tested under a hydraulic test pressure of 50 lbs/sq. in. and found satisfactory.

Walsend Slipway Howden system oil burning unit N° 4948, service pumps N° 294493 & 4, together with one oil fuel transfer pump N° 296243, manufactured by Messrs. G. & J. WEIR Ltd., and all requisite fittings, now installed on board vessel.

One Hamworthy DZ type emergency fire pump, driven by an H.S.M.P. 1300 R.P.M. Russell newbury diesel engine, together with the necessary fittings, now installed on board vessel, in steering engine space.

One sand bin with scoop, 1-10 gallon chemical extinguisher, 1-30 ft. canvas hose with jet and spray nozzle installed in storeroom.

R. Elliott for self & J. A. M. & J. M. & J. M.

- BEAULY -

3.

Two - 2 gallon chemical extinguishers, and one 70 ft. canvas hose with jet and spray nozzle, now installed in engine room.

Steam smothering perforated steel pipes installed under boilers and in way of oil fuel unit, examined, tested and found satisfactory.

no funnel clamps and no lead pipes fitted.

all extended spindles and self closing valves fitted as per rules and approved plans, tested and found satisfactory.

R. Elliott for self & J. G. M. Gentry & G. M. Manson.

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