

No 58.390.

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

(Received at London Office)

Surveying Report. 14 to 16 July 1953. When handed in at Local Office. 24 July 1953. Port of Cardiff. 25 JUL 1953
 Survey held at Cardiff. Date. First Survey 15th April, Last Survey 15th July 1953.
 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "BEATUS".

Vessel built at Victoria, B.C. By whom Victoria Shipyard Co. Ltd. Year. Month. When 1942-12.
 Engines made at Toronto, Ont. By whom John Inglis Co. Ltd. When 1942-12.
 Boilers, when made (Main) 1942. Owners' Address ✓
 Owners Tempus Shipping Co. Ltd. (if not already recorded in Appendix to Register Book.)
 Managers Seagr & Co. Ltd. Port London Voyage ✓
 If Surveyed Afloat & in Dry Dock Queen's Dock & Mountbatten Dock & Royal Dock.
 Boilers 358 (SPT) 220 lbs
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port
 s of Examination and Repairs (if any) L.M.C.; T.S.; O.F. Conversion.
 reys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the
 rs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
 age (the cause of which must be stated) should be separated from Repairs due to other causes; and besides
 in the body of the report, should be briefly summarised at the end of the report. State also the dates and
 letters respecting this case ENG. 21/4/53.

where the Surveyor has not made a special damage report he is required to state whether he offered his
 r this purpose, and why they were declined ✓
 report made by anyone else? If so, by whom? ✓

r personally go inside each Main Boiler separately and make a through examination at this time? Yes.
 " Donkey " " " ✓

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

ans, in the absence of internal examination, were adopted by the ✓
 sure himself of the thorough efficiency of those parts of each Boiler? ✓
 of internal examination of each boiler. ✓ 1/5/53. HYD. TESTED 25.2.26/6/53. Present condition of funnel? ✓ good.

examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? 220 lb/10²

examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓

examine all the mountings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

ift now been drawn and examined? ✓ Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓ No.

in changed? ✓ If so, state reasons? ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 22/4/53 State the wear down in the

Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? ✓

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

in referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

ot complete, state what arrangements have been made for its completion and what remains to be done. Complete.

iller, stern bush, sea connections (opened out) and their fastenings examined and after repairs as

d satisfactory. The screw shaft drawn in; the shaft, continuous liner and stern bush examined

satisfactory.

inders, pistons, slide valves; crank, thrust and intermediate shafting; pumps attached to main

d independent; condensers (tested); the valves, cocks, pipes and strainers of the pumping

nts examined and tested as required by the Rules and after repairs as found satisfactory.

re main boilers examined internally and externally together with their superheaters, safety

principal mountings, manhole doors and their fastenings and after repairs as made found

up. The safety valves of all boilers afterwards adjusted under steam to the above setting

2 selected number of main steam pipes (3) and of auxiliary steam pipes over 3" bore (1)

stripped, tested hydraulically to 44.0 lbs/10², examined internally and externally and

isfactory; the remainder of the steam pipes examined externally and internally as far as

done found satisfactory. (Please see continuation sheet.)

bservations, Opinion, and Recommendation:—

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

y 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

140 lb., FD, &c.)

is 3,34

inery of this vessel is eligible, in our opinion, to remain as classed and to have the records

.C. 7, 53 and T.S.C.L. 4, 53 and the Notation of "Fitted for oil fuel 7,53 F.P. above 150°F."

MS 32-0-0.
 BS 18-0-0.
 TS 4-0-0.
 Section 23: EL. INS. 6-0-0.
 O.F. CONV. 30-0-0.
 Repair Fee (if any) 31-10-0.
 FEE (per Section 23.) 10-0-0.
 (if chargeable) Sundry 5-0-0.
 TUESDAY 18 AUG 1953
 Minute
 + LMC 7,53
 S.4,53 Fitted for oil fuel 7,53 F.P. above 150°F.
 Received by me, 19
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 004564-004572-0127 1/3

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

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

of Cardiff

Continuation of Report No 58,390 dated 16 July, 1953

on the

S.S. "BEATUS".

The electrical installation examined and tested under working conditions; fittings on the main and sub-distribution boards examined; the cables examined about dismantling; the insulation resistance of the generators, cables and other things tested under, after necessary minor repairs, the installation found satisfactory.

Work done for S.S. (Thull):- The steering engine and starting engine opened out under minor repairs found satisfactory.

Work done for Oil Fuel Conversion:- Oil burning unit, supplied by Messrs Todd & Burners Limited, installed at the starboard side of the engine room with all necessary piping and fittings required by the Rules and in accordance with approved plans. (Please see Glasgow certificates Nos. C.90567 and C.97835 and London certificate No. D.31877, which are attached hereto.)

High pressure oil piping tested in place to 400 lbs/sq in and low pressure oil piping tested in place to 50 lbs/sq in.

For tank strappings &c., please see Report B which is forwarded herewith.

Steam heating coils fitted and tested as required by the Rules; short landing pipes on machinery spaces fitted with parallel bodied self-closing valves. Steam smothering fitted as required by the Rules.

Boiler damper fitted. Sand box and drip trays under furnaces fitted. Extended controls (rod, lever gear & universal joint type) fitted to stop and starting tank sections, oil fuel unit, oil fuel transfer pump, fan engine and steam smothering connections. Fire fighting equipment as in attached certificate. An emergency fire pump fitted at after end of tunnel, starboard side; a connection fitted in accordance with Rule Requirements; pump discharge connected to the main wash duct line. Russell Rotary Engine No. 10F 7703 used to Hamworthy Pump No. 3002 B.

The fuel transfer pump has been connected to the main bilge line as commenced in your letter E.H.G. 21/4/53. With reference to the 3rd and 4th paragraphs of the letter, a plan of the pumping arrangements is forwarded herewith and the arrangements have been checked and found to agree with the plan. The spectacle blank at the connection of the G.S. pump to the return line and the two spectacle blanks at the suction valve shut at the head end of No. 6 (Boiler Feed) Tank are kept permanently in the closed position and the Owner's Representatives state that this arrangement will not be altered as long as the tank is used for boiler feed water; the suction valves have not been altered to S.D.P.R. valves as indicated on the approved plan and this arrangement has been agreed to subject to final approval by the Committee. The other pumping arrangements in accordance with the approved plan.

The installation examined and tested under working conditions and found satisfactory.

Work done for D.G:- The vessel now fitted with "Degaussing" to Admiralty requirements and in accordance with Rule Requirements; coils fitted in hull spaces and suitably protected; no extra current supply fitted.

Work done for T.G:- (Please see Newcastle, N.S.W. Report No. 6008)

The propeller shaft referred to in this report was taken ashore for re-conditioning; it was found to be cracked at both sides of the keyway, forward of the propeller, and it has been scrapped. (Please see Continuation Sheet) J.H.

CEB
plans
agreed
by HRC
Jen
14/8/53

Cardiff

dated 16th July, 1953

S.S. "BEATUS"

Work done for wear and tear:-

Testings of all sea suction valves and ship's side ~~blast~~ ~~water~~ ~~valves~~,
 5.3 pump ship's side suction valve renewed (High pressure tested G.M. valve.)
 Crankshaft lifted; top and bottom half main bearings remounted; these bottom
 end bearings remounted; crank, thrust and intermediate shafting re-aligned.
 H.P., M.P., and L.P. piston rods and crosshead pins re-machined; H.P., M.P., and L.P.

guide shoes remounted; L.P. top and bottom renewed.

Star pump line and bucket ring renewed; forward ram pump renewed; star body
 pins of after ram pump renewed; pump live working shaft journals re-machined;
 pump live back link pin renewed; pump live front link pins renewed; pump
~~shaft~~ journals built-up by E.D. process, checked normalised and ground
 re-machined. Circulating pump impeller shaft renewed.

Circulating pump engine, two syringe engines and fan engine completely
 overhauled - cylinders rebored, pistons renewed, piston rods skinned and new packing
 fitted.

Fuel pumps, G.S. pump and ballast pump overhauled, pistons, buckets and valves
 checked with as necessary.

Superheater safety valves renewed on all boilers (3 off 1 1/2" valves renewed & in
 attached certificate V. 3359); valves tested hydraulically to 450 lbs. after fitting;
 bottom covers removed from all superheater heaters and deposit removed; all
 superheater elements returned to stations and repaired as necessary (Please see
 attached certificate B.C. 2463); all superheater header drains renewed.

Port main boiler - 2 C.C. top stays renewed; 2 longitudinal water space (using
 C.C.) stays renewed. Sundry minor repairs.

Starboard main boiler - 12 C.C. side and back stays renewed; 2 longitudinal stays
 (as above) renewed. Sundry minor repairs.

Starboard main boiler - 62 C.C. side and back stays renewed; 2 longitudinal
 stays (as above) renewed; main fast shut and blow-down valve check repaired &
 overhauled. Sundry minor repairs. All boilers tested hydraulically to W.P. after repairs.

New evaporator and new feed water heater fitted. (Please see London
 Certificate D. 30400 and Heads Certificate C. 19894.)

Starboard journal of winlass cable lifter, port side, machine and shaft
 overhauled (badly worn and no arrangements for adjustment).

Sundry minor repairs. Main and auxiliary machinery examined and
 tested, on completion of repairs, under running conditions, found satisfactory.
Summary Remarks:- The Bureau's Superintendent states that the I.H.P. of the
 engine is 2,500 at 76 r.p.m.

J. H.