

Report of Survey for Repairs, &c., of Engines and Boilers.

18 MAY 1931

(Received at London Office)

Date of writing Report 13th May 1931 When handed in at Local Office 16/5 19 31 Port of Antwerp

Survey held at Antwerp Date, First Survey 28th April Last Survey 12th May 1931
(No. of Visits 6)

on the Machinery of the Wood, Iron or Steel S/S "BEAYERDALE"

Gross 9957 Vessel built at Newcastle By whom Armstrong's Works & Co. Ltd. When 1928-1
Net 6005 Engines made at do. By whom Parsons M.S.T. Co. Ltd. When 1928

Boilers, when made (Main) 1928 (Donkey) None

Owners Canadian Pacific Rly. Co. Owners' Address (if not already recorded in Appendix to Register Book)
Managers Canadian Pacific S.S. Ltd. Port London Voyage London & Montreal

If Surveyed Afloat or in Dry Dock No 7 dry dock
(State name of Dock.)

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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100 A.1-5:30.</u>		<u>+L.M.C. 1-28</u> <u>B.S. (N.T.B.) 5:30</u> <u>75 (CL)</u> <u>2SB & 4 WT. B.S.</u>

Particulars of Examination and Repairs (if any) Part L.M.C.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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?

Has a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? None [W.T. Bs. only.]

Were any Main Boilers examined which were not due for survey? Multitubular boilers not due for survey.

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

What 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. W.T. Bs. only. To what pressure were they afterwards adjusted under steam? 252 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. W.T. Bs. only. and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? None. and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes. W.T. Bs. only. and of the Donkey Boiler?

Were the screw shafts now drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Were the screw shafts now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Both bushes rewooded. (P.S.)

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the survey the start of...

Examinations in engines with their aux. machinery to be entirely examined. The ballast pump & the multitubular boilers (2) to be examined with their mountings, & their safety valves adjusted under steam. As arranged the survey will be completed next year at a convenient port.

Now done:- The propellers fastenings under water fittings, all sea cocks, stern tubes & tail shafts examined, & the stern bushes rewooded.

Port main engines:- The turbine rotors cases & gears rotor shafts, thrust & tunnel shafts & their bearings, manoeuvring valves, condenser, all the port main & aux. & lubricating pumps & pumping arrangements, & the machinery generally examined.

Boilers:- All the water tube boilers & their mountings examined, & their safety valves adjusted under steam to 252 lbs per sq. in. & the washers noted.

Repairs:- All the feed pipes (steel) to the multitubular boilers have been renewed, & fitted to 1000 lbs per sq. in. & they are sound & tight. Condition good.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is in good condition, & eligible in my opinion to remain as now classed with fresh records of B.S.

(N.T.B.) 5:31 now, & +L.M.C. (with date) when the survey has been completed. Also to have examination of tail shafts (P.S.) examined 5:31.

Fee Part L.M.C. repairs. Franco-2975- Fees applied for 15/5 19 31
Damage or Repair Fee (if any) £ :
Printing expenses (if chargeable) £ :
Received by me, A.H. Silditch
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Signed B.S. (WTB) 5-31
S 5-31
WED. 27 MAY 1931
TUE. 10 NOV. 1931
TUE. 15 DEC 1931
FRI. 15 JAN 1932
TUE. 23 FEB 1932
FRI. 3 JUN 1932
Lloyd's Register Foundation
W336-0008

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

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