

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

No. 14624

18 MAY 1931

(Received at London Office)

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

Survey held at Antwerp on the Machinery of the Wood, Iron or Steel BEAVERDALE.

When handed in at Local Office 16/5 19 31 Port of Antwerp.

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

Gross 9957 Vessel built at Newcastle By whom Armstrong's Works 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 London (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).

Report No. Part L.M.C. Port Antwerp.

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

Medical 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 the cause 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.

Damage 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 been made by anyone else? If so, by whom? ✓

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

Donkey " " " " None [W.T.Bs. only]

Was not done, state for what reasons? 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? ✓

Has 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.

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

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

Has the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boiler? ✓

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

Has the crew shafts now been 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? ✓

Has the shaft now been changed? No If so, state reasons? ✓

Has the shaft 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? ✓

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

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

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Fee Part L.M.C. repairs. Franco-2975- Fees applied for 15/5 19 31

Damage or Repair Fee (if any) £ : 1

Printing expenses (if chargeable) £ : 2-7 19 31

Committee's Minute B.S. (W.T.B.) 5-31

Signed S. 5-31

WED. 27 MAY 1931

Received by me, A.L. Silditch Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 10 NOV. 1931

TUE. 15 DEC. 1931

FRI. 15 JAN. 1932

TUE. 23 FEB. 1932

FRI. 3 JUN. 1932

W336-0008

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

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