

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 4-5-1931 When handed in at Local Office 6/5/1931 Port of Antwerp

No. in Reg. Book. Survey held at Antwerp Date, First Survey 8-4-31 Last Survey 28-4-1931 (No. of Visits 18)

65376 on the Wood, Iron or Steel Twin Sc. S. S. "Beaverford"

TONNAGE:-

GROSS 10042

UNDER DEK 9259

NET 6060

Built at Glasgow

By whom Barclay Curle &amp; Co. Ld.

When 1928

MONTH.

Owners Canadian Pacific Railway Co

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers Canadian Pacific Steamships Ld.

Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock City No. 7

Destined Voyage -

WB=CellDBorDBa feet; uE&B feet; f feet }  
total capacity tons. FPT tons; APT tons; MT feet tons. }

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

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, ribs, and of the inner bottom plating, especially in the boiler space.

1st Report, No. 95850 Port Lon

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs in account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose and to whom and why they were declined. Yes. Not required

Society's Freeboard (if assigned) as painted on Ship and now verified

10 ft. 11 ins.

Was a damage report made by anyone else? If so, by whom? Mr. Witheringham (Sal. Am.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by:-

Grounding in the River Thames on 15th Dec. 1930

Collision with the Dock Wall

1) Heavy Weather on Voyages (a) 28th May to 27th June 1930. (b) 6th August to 6th Sept. 1930. 20th Nov. to 21st Dec. 1930, (d) 24th Dec. 1930 to 23rd Jan 1931. (e) 28th Jan. to 28th Feb 1931, &amp; 4th March to 3rd April 1931.

2) By St. Edward at St. John N.B. on 21st March 1931.

and Alterations

As Done:- Vessel placed in Dry Dock, Bottom &amp; Rudder cleaned examined &amp; recoated. Tables ranged &amp; examined.

Damage Repairs. (1) A number of Shell Rivets in way of No. 1 Double bottom Tank renewed and

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	1	1						(See Contn)
Removed and Paired or Repaired	1	1						as detailed
Paired or Repaired in place				1				

PRESENT CONDITION OF THE

Decks	Grd	State if Tanks have been examined inside	See Rpt	Dblg. Plates under Sounding Pipes	✓	Copper, or Y.M. of Wood Vessels	✓
Planking of Decks	Grd	State if Tanks now tested	Grd	Engine Room Skylights	Grd	(State if on Felt).	✓
Stowings	Grd	Bulkheads	Grd	Coal Bunkers, Open'gs, Lids, &c.	Grd	When put on, Month	✓
Rivets & Fastenings	Grd	Ceiling	Grd	Scuppers	Grd	Boats	Grd
Inside Plating	Grd	Cement or Asphalte (State which)	✓	Cargo Hatchways	Grd	Masts, Yards, &c.	Grd
Fastenings	✓	Rudder	Grd	Hatches	Grd	Condition, how ascertained	From deck
Transoms	✓	Steering gear and its connections	Grd	Planking of Wood Vessels	✓	(State if wedges removed)	✓
Frames	Grd	Windlass	Grd	Caulking	ditto	Sails	✓
Reverse Frames	Grd	Have Pumps now been examined and found efficient?	✓	Treenails	ditto	Equipment letter	f7
Longitudinals	✓	Have Sluice Valves now been examined and found efficient?	✓	Breasthooks & Stemson	ditto	Anchors, No. of	4
Transverses	✓	Have Watertight Doors now been examined and found efficient?	✓	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	Yes
Floors	Part Sun Grd	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	" length 300 ft size 2 5/8	
Beams	✓			Ditto ditto at other places	ditto	" Rule length 300 ft size 2 5/8	
Stringers	✓			Stringers, Clamps & Shells	ditto	Hawser & Warps	Grd
Inner Bottom Plating	Grd			Salting (State if examined)	ditto	Standing and Running Rigging	Grd

General Observations, Opinion as to Class, Recommendation, &amp;c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and PTND24, &amp;c."

This Vessel is eligible in my opinion to remain as classed with fresh record of Survey Ant. 4-31. The Notation of S. S. NOT. with date to be deferred until the Survey is completed.

Survey Fee (per Section 20)	£	Trans.	Fees applied for,
Special Damage Repair Fee (if any)	£	3150-	6/5/1931
Travelling Expenses (if chargeable)	£	Alterations 3675-	Received by me,
Second Surveyor's Fee (if any)	£		7-7/1931

Committee's Minute

Character Assigned

FRI. 22 MAY 1931

TUE. 6 OCT 1931  
TUE. 14 JUL 1931

FRI. 5 FEB 1932

FRI. 6 MAY 1932

FRI. 9 DEC 1932

FRI. 24 FEB 1933

FRI. 8 JAN 1932



Twin Sc. S. S. "Beaverford"

Damage Repairs contd.

Shell caulking overhauled.

Riveting & Caulking in way of No 9 Keel plate from aft. overhauled.

Defective Rivets in Starboard Bilge Keel removed as necessary.

A few rivets in the Rudder Arms removed & locking pin removed, examined & refitted.

Bolts in protection plate on rudder removed as necessary.

No 1 Double Bottom Tank tested for shell plating.

Port Side.

Shell plate F Strake No 5 removed & replaced, & G Strake No 8 fitted in place.

Main frame removed & replaced.

Floor & frame on same fitted in place.

Frame foot bracket removed & replaced. 3 frame foot bracket lugs renewed.

Tank Margin plate & shell angle on same partly renewed.

Port Bilge Keel repaired as necessary.

No 3 Double bottom tank & Deep Tank examined internally in way of shell plate removed, tested for the completion of the repairs & found or made satisfactory.

(a) A few keel plate rivets in way of the Duck Keel caulked as necessary.

Duck Keel flooded & found in good order.

(b) One bulb angle fore & aft girders between after end of the bridge deck & the Hospital on the Starboard Side removed & defective rivets in the port side girders renewed as necessary.

(c) A few defective rivets in No 1 Double bottom tank top renewed.

Foundation Angle or Casing of Carpenter's Shop on the after deck renewed as necessary.

One pad on the tank top in the deep tank for How pillar recaulked.

No 1 Double Bottom Tank tested & found or made satisfactory.

(1) A number of rivets in the shell plating in way of the Engine Room on the Starboard

Side renewed, Shell caulking overhauled, hose tested on completion & found

satisfactory.

Engine Room Casing foundation angle partly renewed.

Riveting & Caulking in way of Main Injection Valve overhauled.

(2) A number of Shell Rivets in way of the Engine Room on the port side renewed

Shell caulking overhauled, hose tested on completion & found satisfactory.

Defective rivets in way of No 3 Hatch Coaming port & Starboard renewed, caulking

overhauled & hose tested on completion.

(3) Shell riveting & caulking in way of the after peak tank overhauled.

One shell rivet renewed & a number of minor deck repairs.

After bunker hatch Coaming Starboard Side fitted in place. Rib bar on same

removed & replaced. One deck plank in way renewed & wood deck

recaulked & painted as necessary.

Alterations.

Additional Stiffening has been provided by the fitting of Girders

under the upper deck forward & aft of the Bridge end, additional

(See Contn.)



Twin Se. S. S. "Beaverford"Alterations Contd.

web frames in the upper tween decks in the vicinity of the Bridge-ends.  
 Substantial steel lugs between the frames below the upper deck at the  
 both ends & generally in accordance with the plans of the sister vessel  
 'Beaverhill' forwarded for guidance with the Surveyor's letter M. 2-4-31.  
 returned herewith. Plans (2 No) of the work as fitted are also forwarded.  
 The upper deck has been tested for stress work as necessary & found to be  
 satisfactory.

The Examination of the Bottom & Rudder in dry dock & the testing of  
 No. 1 Double Bottom Tank may be counted towards the Special Survey  
 No. 1 due 1932-1.

J.S.M.



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Lloyd's Register  
Foundation

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