

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

-8 MAY 1931

(Received at London Office)

of writing Report

19

When handed in at Local Office

6/5/

1931

Port of ANTWERP.

in Book

Survey held at ANTWERP.

Date, First Survey 9<sup>th</sup> April

Last Survey 25<sup>th</sup> April 1931

(No. of Visits 7)

76

on the Machinery of the ~~Wood, Iron or Steel~~ *Iron* *BEAVERFORD*

Age

Gross 10042  
Net 6060

Vessel built at Glasgow

By whom Barclay Curle & Co.

When 1928

Final Power

1574

Engines made at Newcastle

By whom Parsons Marine Steam Turbine Co.

When 1928

Main Boilers

2 SB

Boilers, when made (Main) 1928

(Donkey) ✓

Donkey Boilers

4 W.T.

Owners Canadian Pacific Railway Co.

Owners' Address

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

Port London

Voyage

Main Boilers

Pressure 250

Managers Canadian Pacific Steamships Ltd

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 how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
* 100 A1 4,30		+ LMC 1,28 BS(WTB) 3,30 TSC L
<i>Strengthened for navigation in ice.</i>		
		250 lb W.T.B.

Report No.

Port

DAMAGE &

Particulars of Examination and Repairs (if any)

MS (Part)

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Regulations, if any, and, in detail, 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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?

*Offered - not required.*

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

*Salvage Towing Surveyor.*

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

*Yes.*

*Water Tube Boilers only.*

Donkey was not done, state for what reasons?

*Scotch Boilers not prepared 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?

*✓*

Surveyor examine the Safety Valves of the Main Boiler?

*Yes (W.T.B.)*

To what pressure were they afterwards adjusted under steam? *250 lb/sq. in.*

Surveyor examine the Safety Valves of Donkey Boiler?

*✓*

To what pressure were they afterwards adjusted under steam? *✓*

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

*Yes (W.T.B.)*

, and of the Donkey Boilers? *✓*

Surveyor examine the drain plugs of the Main Boilers?

*✓*

, and of the Donkey Boiler? *✓*

Surveyor examine all the mountings of the Main Boilers?

*Yes (W.T.B.)*

, and of the Donkey Boiler? *✓*

new 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? *✓*

shaft now been changed?

*No*

If so, state reasons *✓*

Has it a continuous liner? *✓*

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *✓*

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

*Stem bushes rewooded P.T.S.*

Survey is not complete, state what arrangements have been made for its completion and what remains to be done

*To complete the survey it will be necessary to examine the Starboard main engine together with its auxiliary machinery and the two Scotch Boilers throughout. It is stated that the survey will be advanced on the vessel's return from her present voyage.*

**DAMAGE** stated to have been sustained through grounding in the River Thames on 15<sup>th</sup> Dec 1930

**WORK DONE:** Vessel placed in drydock - the propellers, propeller shafts, stern bushes and a connections examined. The propellers and propeller shafts were found in good order; the stern bushes were rewooded; the sea cocks and valves were overhauled and placed in good order.

**S & BS (W.T.B.)**

The Port main engine, including rotors and casing, thrust and intermediate shafting, bearings; the air circulating, feed and bilge pumps with their valves; the Ballast

**General Observations, Opinion, and Recommendation:** - The machinery of this vessel, so far as 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 also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.A.M.S. 9,11, or S.L.M.C. 9,11, 140 lb., F.D., &c.)

*is in good order and efficient condition and is eligible, in my opinion, to remain classed and to have fresh record of + LMC M.S. with date when the survey is completed; BS(W.T.B) 4,31 now; and notation of TSC L (P.T.S.) 4,31 now.*

Fee (per Section 28) *Part LMC 2625/-*

Damage or Repair Fee (if any) *£ 875/-*

Expenses (if chargeable) *£*

Fees applied for *6/5/ 1931*

Received by me, *7.7 1931*

*H. B. Rogers*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

needed note

FRI 22 MAY 1931

*BS (W.T.B) 4 31*

TUE. 14 JUL 1931  
TUE. 6 OCT 1931  
TUE. 27 OCT 1931

FRI. 8 JAN 1932

FRI. 5 FEB 1932  
FRI. 6 MAY 1932  
FRI. 9 DEC 1932

FRI. 24 FEB 1933

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

W339-0057(112)



S.S. "BEAVERFORD"

pump and general service pump examined and found as placed in good order. The condenser has been tested with head of water and found tight. The four water tube boilers have been examined throughout together with all mountings, manholes etc. The mountings have been overhauled and examined. The safety valves of these boilers were afterwards adjusted under steam to the pressure as noted above.

The Port main engine gearing, the lubricating oil pump and machinery generally have been examined.

H. b. R.