

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

(Received at London Office)

9 APR 1920

Date of writing Report *Apr. 8th 20* When handed in at Local Office *9 APR 1920* Port of *London*
 No. in Reg. Book. *31531* Survey held at *London* Date, First Survey *29th Mar.* Last Survey *Apr. 1st 1920*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Bundorlich"* Master *Thos. Hillman*
 Tonnage { Gross *3193* Net *3222* Vessel built at *Glasgow* By whom *C. Cunard & Co. Ltd.* When *1919-8*
 Registered Horse Power *517* Engines made at *Do.* By whom *Burnside & Partners* When *1919*
 No. of Main Boilers *3* Boilers, when made (Main) *1919* (Donkey)
 No. of Donkey Boilers *-* Owners *Benline Co. (London & Glasgow)* Voyage
 Steam Pressure in Main Boilers *180 lb.* If Surveyed Afloat or in Dry Dock *Afloat*
 in Donkey Boilers *-* (State name of Dock.) *West India 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).
<i>+ 100 A.1. 12.19</i>		<i>+ 100 B.19</i>

Last Report No. *2571* Port *Glasgow*Particulars of Examination and Repairs (if any) *Oil fuel*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs; 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In 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? Was 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? *no*

Do. " Donkey " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

To what pressure were they afterwards adjusted under steam?

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?

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons.

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

The vessel has been fitted for burning oil fuel F.P. above 150°F. The work was carried out partly at Yokohama, Antwerp, Middlebro. and at the latter port it is stated a 6 hours trial of the installation was made.

The oil fuel is carried in the Nos. 2.4.55 double bottom tanks Nos. 2 & 4 being divided.

The fueling tanks are placed on the level of the top platform in a space well ventilated & with two doors; these tanks were made at Yokohama & are stated to have been tested in the presence of the Surveyor at that Port. They are cylindrical in form 7ft. dia. by 13ft. long 3/4" thick with double riveted lap joint.

It is proposed to fit pump flanges with a semi automatic closing device.

General Observations, Opinion, and Recommendation:— *The oil fuel burning engine*

(State 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.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

As far as seen, are in conformity with Sec. 49 of the Rules and the enclosed plans. The vessel is eligible in my opinion to have the notation of Fitted for oil fuel 4.20 F.P. above 150°F when the report upon the testing of the fueling tanks has been received.

Survey Fee (per Section 28) *£ 5 5 0*

Fees applied for

Special Damage or Repair Fee (if any) *£ :*

(per Section 28.)

Travelling Expenses (if chargeable) *£ :*

Received by me,

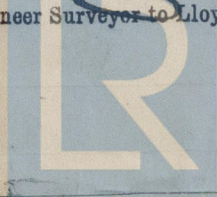
TUE. APR. 20 1920

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

*As now
Fitted for oil fuel 4.20 F.P. above 150°F*



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W343-0041(112)

Oil fuel installation now
completed.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
PDW RECORD.

Fitted for oil fuel 4. 20,
F.P. above 150° F.

W.D.
16/4/20.



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Lloyd's Register
Foundation

London

Continuation of Report No. 8794 dated

8/4/20

on the

S.S. "Beuvorliek"

The oil fuel suction pipe valves can be worked from the tank space & from deck.

The pumping arrangements of the oil fuel compartments are distinct from those of the water ballast.

No wood fittings remain in the stowhold & fire extinguishing arrangements are made.

The condensed water from the heating coils is led into a tank, and the arrangements are in conformity with the plans enclosed herewith.

The vessel is loading for Singapore where oil fuel will be taken in for the voyage home. Coal is being used at present.

It is submitted that a report from Yokohama of the work done might be requested.

J. P. Cornish

RETAIN



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