

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 29 OCT 1948)

of writing Report 19 When handed in at Local Office 12 OCT 1948 Port of NEWCASTLE-ON-TYNE

Survey held at Wallsend Date First Survey 31/8/48 Last Survey 23/9/48 19 (No. of Visits 15)

02 on the Machinery of the ~~XXXXXX~~ Steel Turbo Elec. s.s. "BEECHER ISLAND".

Gross 10,668 Vessel built at Mobile By whom Alabama D.D. Shipbuilding Co. When 1944
 Net 6317 Engines made at Lynn Mass. By whom General Electric Co. When 1944
 1485 Boilers, when made (Main) 1944 (Donkey) -
 2 W.T. Supt. Owners British Tanker Co. Owners' Address
 Nil Managers Port London Voyage
 Drum 50 lbs. Surveyed Afloat or in Dry Dock Both
 Supt. 473 lbs. (State name of Dock.) Swan, Hunter & Wigham Richardson

Report No. Port Classification
 Particulars of Examination and Repairs (if any) L.M.C.

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned to this class.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1		Examined
1,48		1,48
Classification		B.S.1-48 (500 lbs.)
Contemplated.		SW (CH) 1.48
Elec. Welded		Machy Aft.
Fitted for Oil Fuel.		
Carrying Petroleum in Bulk.		

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 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.

Age cases where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report, and why they were declined.

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

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? No

Were any parts of the Boilers could not be thus thoroughly examined? No

Were any 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? No

What was the latest date of internal examination of each boiler? Port 8-9-48 Starb. 6-9-48 Present condition of funnel(s) Satisfactory.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Drum 500 lbs/sq.in. Supt. 473 lbs/sq.in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? No 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, and of the Donkey Boilers? -

Did the Surveyor examine the drain valves of the Main Boilers? Yes, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? - 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? - 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? -

What was the date of examination of Screw Shaft? - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 3/32

Were any engine parts, when referred to by numbers, should be counted from forward. See Electrical Surveyor's Report

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? - Is electric light and/or power fitted? Yes

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

Is the survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

See also Bristol Report 16815.

Vessel placed in drydock, propeller, sea valves and cocks with their outside fastenings examined and all found or now placed in good order.

All main and auxiliary machinery opened up and examined complete.

Main and auxiliary inboard and outboard turbines and their gearing, main and auxiliary alternators bearings and journals, main motor and alternators air coolers tested.

Main and auxiliary condensers tested, thrust and intermediate shafting and bearings, main and auxiliary circulating pumps, main inboard and outboard and auxiliary condensate extraction pumps, oil fuel pumps, lubricating oil pumps and coolers tested, main and auxiliary feed pumps in their entirety, general service and butterworth system, fire service.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen P.T.O.

is in efficient condition and eligible in my opinion to have records L.M.C. 9-48 T.S.C.L. (N) 1-48 as previously recommended.

Subject to spare propeller being supplied. It is submitted that reference to examine economisers at each Boiler Survey may now be deleted from S.R.L.

Fee (per Section 29)	£	LETTER TO LONDON	Fees applied for	19
FOR SUPERVISION	£	REI FORM TO FOLLOW	Received by me,	19
Damage or Repair Fee (if any)	£			
WEEKEND ATTENDANCE	£	5 5 0		
Printing expenses (if chargeable)	£			

Committee's Minute FEB 10 DEC 1948

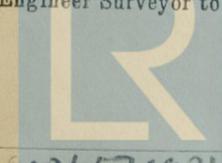
Signature: LMC 9-48 subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

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



Lloyd's Register Foundation

002457002464 0052 1/2

"BEECHER ISLAND".

DKG. (Contd.)

bilge, sanitary and evaporator pumps, Evaporators, air compressors and receivers, pumping arrangements, O.F. deck control valves, steering gear and windlass all found or now placed in efficient condition.

E.S. Examined Port and Starbd. boilers in their entirety with their superheaters, mountings, doors and their fastenings.

S.R.L. Economisers are not fitted in this installation. Feed heaters examined in their entirety and found in good order. On completion of minor boiler repairs both boilers examined under hydraulic pressure 700 lbs/sq. inch and all found in good order. Safety valves subsequently adjusted under steam to pressures stated overleaf.

Steam smothering systems and C.O.2 smothering systems examined, copy of C.O.2 test certificate attached.

Boiler fronts O.F. pressure pipes and O.F. installation examined under working conditions and all found in good order.

On completion of minor repairs, main and auxiliary machinery observed under working conditions and all found in good order.

D.D. McC

SURVEYOR TO LLOYD'S REGISTER,
NEWCASTLE-ON-TYNE.



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