

Rpt. 9

Date of writing report 26 29.8.57.

Received London

18 SEP 1957

Port Liverpool.

No.

147867

Survey held at Liverpool.

No. of visits 1.

First date 21.8.57. & Last date

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 15108 S.S. Name ~~XXX~~ "JAMES H. BEAZLEY" Gross tons 459 Date of build 1921 9
Owners Mersey Docks & Harbour Board Managers - Port of Registry Liverpool
Engines made 1921 By Philip & Son Ltd. Type Recip. T 3Cy
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1SB W.P. 180
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Dry Dock.
Nature of Survey Dkg. & T.S.
Was Damage Report issued? No. Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
*100A1.	10,56.	*LMC.	10,54.
S.S. (Dr)	10,46.	BS.	10,56.
Liv.	10,54.	TS.CL.	8,54.
		S.p.S.	9,54.
		ND	

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good. Wear Down of Stern Bushes 5/32" Sea Connections Good.
Fastenings Good. Has Screwshaft Tubeshaft been drawn? Yes. Date of Examination 21.8.57. Has Shaft been changed? No.
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes. Approved oil gland? No.

MAIN ENGINES (Recip. Steam ~~5/18~~)

~~DOCK~~

~~STEAMBOAT~~

- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides { Side
Centre
- 4 Crankpins & Bearings { Side
Centre
- 5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel in my opinion is eligible to remain as classed, with fresh record T.S. (C.L.). 8,57 subject as previously recommended to six defective tubes in boiler centre nest being renewed by October, 1957 (3 months' limit).

Date of Committee LIVERPOOL 17 SEP 1957

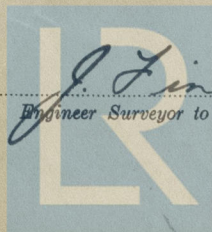
Decision

As new subject

T.S. (C.L.) 8.57

50m, 6,56. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header



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Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

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