

No. 21741

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

(Received at London Office 10 OCT 1945)

of writing Report... H-10-1945 When handed in at Local Office H-10-1945 Port of Aberdeen  
Survey held at Buckie Date. First Survey 23/2/45 Last Survey 30/9/1945  
(No. of Visits... 14)  
on the Machinery of the Wood, Iron or Steel ST "LORD BEACONSFIELD"

Gross 302 Vessel built at Selby By whom Cochrane & Son Ltd Year. Month. 1915. 9.  
Net 158 Engines made at Hull By whom C.D. Holmes & Co Ltd When "  
Main Boilers 1 Boilers, when made (Main) 1915 (Donkey) ✓  
Donkey Boilers ✓ Owners J. Bennett (Wholesale) Ltd Owners' Address  
Pressure 200 Managers W. A. Bennett (if not already recorded in Appendix to Register Book.)  
Boilers 200 # Surveyed Afloat or in Dry Dock Hard & Mackenzie Shipyard Port Garmyby Voyage ✓  
Key Boilers ✓ (State name of Dock.)

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Port No. Port

Years of Examination and Repairs (if any) I L M C & T. S.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

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.

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

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

Donkey "

Reasons for what

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Date of internal examination of each boiler 9 August 1945

Present condition of funnel(s) good

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs ✓

Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Surveyor examine all the mountings of the Main Boilers? Yes ✓ and of the Donkey Boilers? ✓

Screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Shaft now been changed? No If so, state reasons. ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 2-6-45 State the wear down in the 1/16" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Engine parts, when referred to by numbers, should be counted from forward. Complete.

done: Examined cylinders, pistons, valves, crank, thrust & line shafting, tail & driven inboard & examined. Propeller, stern tube, sea connections & fastenings used. All pumps & their connections, condenser, main steam pipe (copper) tested. Water tested to 400 lbs & found good. Main boiler examined internally & externally together with its safety valves & mountings, put in order & the safety valve adjusted under steam as stated. Machinery tried under working conditions and satisfactory. Main boiler, 24 back & port wing screwed stays, 6 star, wing stays & 12 combi. & 10 top stays, found wanted & now renewed. Furnace crown slightly collapsed now jacked and stayed with binder plates welded circumferentially to crown. 2 stopper tubes renewed & bilge pump runs skinned up. Donkey pump stem inboard on top, new piston & rings fitted. Inner tube plate & tubes removed, condenser cleaned, plates & tubes replaced and some renewed. Windlass cylinder block renewed. See Electric Light report attached.

Observations, Opinion, and Recommendation:—The machinery of this vessel is now, 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, BS 9,11, B&MS 9,11 & LMC 9,11 or & LMC 149 lb., FD, &c.) CS 3,34, in good order & condition, & eligible in my opinion, to remain as classed, to have fresh record of survey I L M C 10.45 and notation of TS-CR 6.45

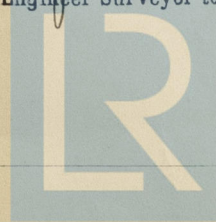
Fee (per Section 29) £ 7 : 0 : 0 Fees applied for 8th Oct. 1945  
Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0  
Expenses (if chargeable) £ 9 : 5 : 0 Received by me, 19

Committee's Minute FRI. 16 NOV 1945

ed + LMC 9.45

S. 6.45

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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