No. 21741

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

(Received at London Office 10 OCT 1945)

of writing Report 4-10-1945 When handed in at Local Office 4-10-1945 Port of Aberdeen

in book. 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 S.T. "LORD BEACONSFIELD"

Gross 302 Net 158 Indicated Horse Power 84 Main Boilers 1 Donkey Boilers ✓ Pressure— Main Boilers 200 Donkey Boilers ✓

Vessel built at Selby By whom Cochrane & Sons Ld When 1915 · 9.

Engines made at Hull By whom C.D. Holmes & Co Ld When "

Boilers, when made (Main) 1915 (Donkey) ✓

Owners J. Bennett (Wholesale) Ld Owners' Address (if not already recorded in Appendix to Register Book.)

Managers W. A. Bennett Port Grimsby Voyage ✓

If Surveyed Afloat or in Dry Dock Hard & Mackenzie Slipway (State name of Dock.)

Report No. _____ Port _____

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)
✠ 100 A.1.		✠ LMC
Steam Trawler		10·36
2·40		BS 8·39
ss Gnome 3-10-36		TS 2·40 CL.

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

Years of Examination and Repairs (if any) ✠ LMC & T.S.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated separately 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.

In 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 " " " ✓

If not, for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

The 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

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

Approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 2-6-45 State the wear down in the liner 1/16" F. 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.

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

Condition: Examined cylinders, pistons, valves, crank, thrust & line shafting. Tail shaft drawn inboard & examined. Propeller, stern tube, sea connections & fastenings examined. 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 & mounting. put in order & the safety valves adjusted under steam as stated. Machinery tried under working conditions & found satisfactory.

Repairs: Main boiler. 2 of back & port wing screwed stays. 6 stay. Wing stays & 12 Combustion top stays. found wasted & now renewed. Furnace crowns slightly collapsed. now jacked up and stayed with Cinder plates welded circumferentially to crowns. 2 Stoffard tubes renewed. Bilge pump valves skimmed up. Donkey pump steam cylinder bored out. new pistons & rings fitted. Inner tube plates & 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 in good order & condition, & eligible in my opinion, to remain as classed. to have fresh record of survey ✠ LMC 10·45 and notation of TS-CL. 6·45

(Please 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,

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

Fee (per Section 29) £ 7 : 0 : 0

Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0

Travelling expenses (if chargeable) £ 9 : 5 : 0

Fees applied for 8th Oct. 1945

Received by me, 19

J. Davey

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 16 NOV 1945

Approved ✠ LMC 9.45

S. 6.45

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