

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

(Received at London Office)

57 SEP 1953

Date of writing Report 4th Sept 21 1953 When handed in at Local Office Sept 2 1953 Port of NEWCASTLE-ON-TYNE  
 Book Survey held at South Shields Date First Survey Aug 11 Last Survey Aug 28 19 53  
 (No. of Visits 6)

112. on the Machinery of the Wood, Iron or Steel S. S. BECKENHAM.

Gross 4906 Vessel built at Dundee By whom Caledon S. B. & Eng. Co Ltd. Year. Month. 1937-10  
 Net 2756 Engines made at Newcastle By whom N.E. Marine Eng Co Ltd. When 1937  
404 MN. Boilers, when made (Main) 1937 (Auxiliary) 1937  
 Owners Britain S.S. Co Ltd Owners' Address London  
 Managers Watts Watts & Co Ltd. Port London Voyage ✓  
 Main Boilers 258 (S&P + FD) # Surveyed Afloat & in Dry Dock Readhead's Dock & Quay  
 AUX Boilers 158  
 Pressure 220 lb  
 Main Boilers 220 lb  
 AUX Boilers 220 lb

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Dkg: BS: Repairs:

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 besides detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and 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.

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

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

Did the Surveyor personally go inside each Auxiliary Boiler separately and make a through examination at this time? Yes

State 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? ✓

State the date of internal examination of each boiler P & S Boilers Aug 12 Aux. Boilers Aug 13

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lb.

Did the Surveyor examine the Safety Valves of the Auxiliary Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lb.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Auxiliary Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Auxiliary Boilers? Yes

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

Has the shaft now been changed? ✓ If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the shaft 1/8"

Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Items, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

When in dry dock examined propeller, all sea cocks & valves & all outside fittings: All found in good order.

Propeller\* Propeller specially examined & found in good order.

Done for BS: P & S main boilers & Aux. boiler examined

Throughout together with superheaters (P & S only), doors, & fastenings mountings safety valves, the latter afterwards adjusted under steam to the pressure.

Year Repairs: uptake tubes in P & S boilers now renewed.

Machinery Repairs: No 7. Plummer block base of bearing block found fractured at side. Now repaired by "Metalock" & doubler plate fitted to whole of bearing block face. Repair considered efficient.

Observations, Opinion, and Recommendation:—

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 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 140 lb., FD, &c.)

Machinery of this vessel so far as now seen is in an efficient & reliable in my opinion to remain as now classed with fresh BS 8/53.

SR:- It is submitted that the item "Propeller\*" now be deleted:

BS. £ 17 0 0 ✓

Surveyor or Repair Fee (if any) (per Section 23.) £ ✓

Expenses (if chargeable) £ ✓

Minute JUESDAY 22 SEP 1953

As now, without spl. adm.

BS 8,53

Fees applied for 4 SEP 1953

Received by me, J. H. Walker

Engineer Surveyor to Lloyd's Register of Shipping.

W1644-0157

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1 With 7 rec 6 <sup>d</sup> 8/52.		+ LMC 12/51. BS 12/52.
SS 8 lb 12/51		TSCL 11/51.
Fitted for O.F. 12/51 F.P. above 150°F.		

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

