

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 20th Oct. 1934 When handed in at Local Office 21st Oct. 1934 Port of Dundee

No. in Reg. Book. Survey held at Dundee Date, First Survey 14th July Last Survey 16th Oct. 1934 (No. of Visits 10)

21135 on the Machinery of the Wood, Iron or Steel S/s "Beckenham"

Tonnage Gross 4636 Net 2700 Vessel built at Dundee By whom Baledon S.B. & E. Gold When 1937

Nominal Horse Power Engines made at Newcastle By whom R.E. Mac. Eng. Co. Ltd When 1937

No. of Main Boilers 2 SB Boilers, when made (Main) 1937 (Donkey)

No. of Donkey Boilers 1 Owners Britain S.S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 220lb Managers Port Voyage

in Donkey Boilers 220lb If Surveyed Afloat or in Dry Dock On Stocks Afloat (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of repairs, if any, and, in detail, 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage 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

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 how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 with freeboard.		
(Class contemplated)		

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

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

" " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what 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 latest date of internal examination of each boiler Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

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

Has screw shaft now been drawn and examined? 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 shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State 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

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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

The Sea cocks & valves were efficiently fitted in place whilst the vessel was on the stocks. The Stern tube was examined when drawn up in place.

The dates for the fitting of these were as follows.

Stern tube in place: 4/8/34.

Completion of sea connections 13/8/34.

E. & B. Seatings 6/8/34.

The Machinery was installed in R. Tyne. Trials at sea were carried out on return to Dundee on 18/10/34, with satisfactory results.

General 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 also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 3,34,

The above is forwarded for the information of the Committee.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute GLASGOW 26 OCT 1937 TRANSMIT TO LONDON

Assigned

John Houston 2020 Engineer Surveyor to Lloyd's Register of Shipping.