

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

-8 MAY 1931

(Received at London Office)

Date of writing Report

When handed in at Local Office

6/5/1931 Port of ANTWERP.

Survey held at ANTWERP.

Date, First Survey 9<sup>th</sup> April Last Survey 25<sup>th</sup> April 1931

on the Machinery of the Wood, Iron or Steel Twin S. "BEAVERFORD"

Gross 10042  
Net 6060

Vessel built at Glasgow

By whom Barclay Curle & Co. When 1928

Engines made at Newcastle

By whom Parsons Marine Steam Turbine Co. When 1928

Indicated Power 1574

Boilers, when made (Main) 1928

(Donkey) ✓

Main Boilers 2 SB

Owners Canadian Pacific Railway Co.

Owners' Address (if not already recorded in Appendix to Register Book.)

Donkey Boilers 4 W.T.

Managers Canadian Pacific Steamships Ltd

Port London

Voyage

Pressure—Main Boilers 250

If Surveyed Afloat or in Dry Dock No. 7 Drydock and

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

Donkey Boilers ✓

(State name of Dock.) No. 126 Berth.

Report No.

Port

DAMAGE &

Particulars of Examination and Repairs (if any) MS (Part) & BS (W.T.B.)

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Regulations. 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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 has offered his services for this purpose, and why they were declined? Offered - not required.

Has a special damage report been made by anyone else? If so, by whom? Salvage Assoc. Surveyors.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes. Water Tub Boilers only.

Were the Donkey Boilers examined? Yes. Scotch Boilers not prepared for survey.

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

Were any 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes (W.T.B.) To what pressure were they afterwards adjusted under steam? 250 lb/sq. in.

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? Yes (W.T.B.) , 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? Yes (W.T.B.) , and of the Donkey Boiler? ✓

Were the screw shafts now drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Were the shafts now changed? No If so, state reasons ✓

Were the shafts 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? ✓

Was the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft examined? ✓ Stem bushes rewooded P.T.S.

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

be necessary to examine the Starboard main engine together with its auxiliary machinery and the two Scotch Boilers throughout. It is stated that the survey will be advanced on the vessel's return from her present voyage

**DAMAGE** stated to have been sustained through grounding in the River Thames on 15<sup>th</sup> Dec 1930

**WORK DONE:** Vessel placed in drydock - the propellers, propeller shafts, stern bushes and a connections examined.

The propellers and propeller shafts were found in good order; the stern bushes were rewooded; the sea cocks and valves were overhauled and placed in good order.

**S & BS (W.T.B)**

The Port main engine, including rotors and casing, thrust and intermediate shafting, bearings; the air, circulating, feed and bilge pumps with their valves; the Ballast

**General Observations, Opinion, and Recommendation:**—The machinery of this vessel, so far as it is 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, or L.M.C. 9, 11, 140 lb., F.D., &c.) is in good order and efficient condition and is eligible, in my opinion, to remain classed and to have fresh record of + LMC MS with date when the survey is completed; BS (W.T.B) 4, 31 now; and notation of TSC L (P.T.S.) 4, 31 now.

Fee (per Section 28) £ 2625 -  
Damage or Repair Fee (if any) £ 875 -  
Expenses (if chargeable) £ -  
Fees applied for 6/5/1931  
Received by me, H. S. Rogers 7.7.1931

Committee's Minute note  
FRI 22 MAY 1931  
TUE 14 JUL 1931  
TUE 6 OCT 1931  
TUE 27 OCT 1931  
FRI 8 JAN 1932

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned here expiring.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A1 4, 30		+ LMC 1, 28 BS (W.T.B) 3, 30 TSC L
Strengthened for navigation in ice.		
250 lb/sq. in.		

Water Tub Boilers only.

Scotch Boilers not prepared for survey.

Stem bushes rewooded P.T.S.

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FRI 5 FEB 1932  
FRI 6 MAY 1932  
FRI 9 DEC 1932  
FRI 24 FEB 1933

H. S. Rogers  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping

Lloyd's Register of Shipping

Lloyd's Register of Shipping

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

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

W339-0057 (112)

S.S. "BEAVERFORD"

ump and general service pump examined and found as placed in good order. The condenser has been tested with head of water and found tight. The four water tube boilers have been examined throughout together with all mountings, manholes etc. The mountings have been overhauled and examined. The safety valves of these boilers were afterwards adjusted under steam to the pressure as noted above.

The Port main engine gearing, the lubricating oil pump and machinery generally have been examined.

H. b. R.