

Rpt. 9

Date of writing report 14 June 1960
Survey held at Yokohama

Received London
No. of visits 3

Port YOKOHAMA
First date 17-5-1960
Last date 23-5-1960
No. 3268

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 34218 Name M.V. "TWEEDBANK"
Owners Bank Line Ltd. Managers Andrew Weir & Co., Ltd.
Engines made Bel By Workman Clark (1928) Ltd.
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers - W.P. -
No. of Aux. Boilers 1 W.P. 120 lb
Surveyed Afloat or in Dry Dock Drydock
Nature of Survey Damage
Was Damage Report issued? Yes Int. Cert.? Yes
Last Report (For Head Office only) (Copy Attached)

Gross tons 5627 Date of build 9-1930
Port of Registry Belfast
Type Sulzer 2-2 SA, 5 Cy. 680 x 1200 mm

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 Al with freeboard. Carrying	+ LMC
veg. oil in DTs & in tanks	CS 12/57
between tunnels	d 1/60
(Dr) 10/53 SS 12/57	CLp 4/57
Dkg 1/60	s 5/57 (N)
	Sps 1/58

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers p & s + Wear Down of Stern Bushes P 6.85mm s 4.0mm Oil Glands - Sea Connections -
Fastenings Good Has Screwshaft Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.)

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side
Centre

4 Crankpins & Bearings Side
Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel so far as now surveyed is eligible, in my opinion, to remain as Classed without fresh record of Survey, subject to edges of propeller blades (p & s) being faired and tips dressed as necessary at next drydocking; subject also to all items at present attached to vessel's Class being dealt with as previously recommended.

THURSDAY 11 AUG 1960

Date of Committee

Decision

40m, 3, 58 T. (MADE AND PRINTED IN ENGLAND)
hm

Noted
for
Header

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register

Foundation

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position).....

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....

35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....

38 Independent Air Compressors, Coolers & Safety Devices.....

39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....

41 Oil Fuel Tanks (Not forming part of hull structure).....

42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....

44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
a Generators.....				l Generators & Governors.....
b Exciters.....				m Motors.....
c Air Coolers.....				n Switchboards & Fittings.....
d Motors.....				o Circuit Breakers.....
e Air Coolers.....				p Cables.....
f Control Gear, Cables, etc.....				q Insulation Resistance.....
g Insulation Resistance.....				r Steering Gear Generators and Motors.....
h Insulating Oil Test.....				s Navigation Light Indicators.....
i Overspeed Governors.....				
j Magnetic Couplings.....				
k Air Gap.....				

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to { Sat.....
Spt.....

Boiler Securing Arrangements.....

Main Economisers..... Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....

Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Damage (1):- Stated due to grounding at KUNSAN on the 29 April 1960. (Please see Accompanying Report 8 No. 3268)

Now Done:- Fractured lengths of Nos. 1, 2 and 3 DB tank suction lines now renewed.
Satisfactory pumping tests carried out on completion of repairs.

Damage (3):- Stated incurred during refloating operations on the 29/30 April 1960 subsequent to grounding on 29 April 1960.

Now Done:- Main Engine and thrust holding down bolts checked, tightened and grumets renewed as necessary.
Fastenings examined and found satisfactory.

Damage (4):- Stated due to fouling turning buoy in Port de Galats, REUNION on the 17 February 1960.

Cont'd Sheet No. 2

Survey fees ... Nil

Damage fee (1) £ 10- 0- 0
(3) £ 10- 0- 0
(4) £ 8- 0- 0
Expenses... £ 1-10- 0

Date when A/c rendered JUN 23 1960

Amount Received

6 JUL 1960

From LONDON

"TWEEDBANK"

(2)

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Now Done:- (As temporary repairs).
Fractures in p & s propeller blades stop drilled.

For further details please see Accompanying Damage Report No. LSA-420.

Owner's Superintendent stated that in view of extensive damage to hull, in all probability, vessel would be sold for "breaking up" in Hong Kong, proceeding under own power to that port via ILOILO.

In the event of vessel not being sold, however, all permanent repairs necessary, as a result of DAMAGES 2, 3 and 4 (please see accompanying Report 8 No. 3268 and DAMAGE Report No. 598), would be effected Hong Kong.

In the circumstances, records of satisfactory straight and crankshaft alignment were accepted, having been verified by Superintendent Engineer at YOKOHAMA before vessel came under survey.

Chief Engineer stated that Main Engines and Auxiliary Machinery had performed satisfactorily during tempts at refloating and on subsequent voyage to Japan.

It is submitted that, in the event of vessel remaining in service without permanent hull repairs the machinery item requiring attention at drydocking in Hong Kong would be repairing of p & s propellers.

An appropriate entry to be made in Conditions of Class List, propellers considered efficient meantime.

Conditions of Class List Items:- "Crankpin fillets No. 1 aft and No. 5 forward of starboard Main Engine and No. 1 aft and No. 5 forward of port Main Engine to be specially examined when the respective crankpin and bearings are opened up for survey".

"Piston head of No. 5 unit of starboard Main Engine to be specially examined by 9/60 (12 month limit)".

"Crankpin fillet of No. 4 aft of starboard Main Engine to be specially examined by 10/60 (12 month limit)".

"After door of Auxiliary Condenser to be renewed at earliest opportunity and by 6/60 (5 month limit)".

No items attended to at this survey; to be retained as listed.

Appendix to Conditions of Class List Item:- "Particular attention to be given to the fillets of port Main Engine No. 4 crankpin at next examination".

Not examined during present survey; item to be retained as listed.

J. Winn.

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