

23 JUN 1959

Date of writing report 8-6-59 Received London Port Montevideo No. 1334  
 Survey held at Montevideo No. of visits Two First date 28-5-59 Last date 2-6-59

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

S.S. **WRECK SECTION**  
 No. in R.B. 83214 Name M.V. "TWEED" Gross tons 7076 Date of build 8-1944  
 Owners Royal Mail Lines Ltd. Managers Port of Registry London  
 Engines made New. By N.E. Marine Eng No. 7743 Type T 3 Cy.

No. of Main Engines 1 No. of Screws 1  
 No. of Main Boilers 3 W.P. 220 lbs.

Aux./Donkey Boilers - W.P. -  
 d Afloat or in Dry Dock afloat  
 of Survey Mchy. Rps.  
 Damage Report issued? No Int. Cert.? Yes  
 Report (For Head Office only)

1320 Mvo

Hull	Machinery
+ 100 A 1 S.S. Lon. 10/57	+ LMC 6/57
with freeboard	Mbs M 1/58
docking 11/58	A 5/58
	Ts. CL 5/58
	Sp. 4/54

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 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 "Remarks 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 number should be counted from forward.

ING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections  
 Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Has Shaft now examined/fitted a continuous liner? Approved oil gland?

AIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

s., Covers, Pistons & Rods

lves & Gears

nnecting Rods, Side

p Ends & Guides Centre

rankpins & Side

earings Centre

urnals & Bearings

AIN ENGINE DRIVEN AIR COMPRESSORS

ls., Covers, Pistons & Rods

onnecting Rods & Top Ends

rankpins & Bearings

urnals & Bearings

olers & Safety Devices

AIN ENGINE DRIVEN SCAVENGE PUMPS

ls., Covers, Pistons & Rods

onnecting Rods & Top Ends

rankpins & Bearings

urnals & Bearings

evers

CAVENGE BLOWERS

UPERCHARGERS

AIN TURBINES

asings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

De - SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

ION OF MACHINERY AND RECOMMENDATIONS. The machinery of this vessel as far as now seen is in good

condition eligible, in my opinion, to remain as now classed in the Register Book subject to

etalock repairs to aft main feed pump water and valve chest being re-examined before the

nd of December 1959 (6 mos.).

THURSDAY - 2 JUL 1959

As now subject

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

T.O. Winter

Lloyd's Register Foundation

003571-003384-0178

Write Own  
 Note Mvo subject at present

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) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	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? \_\_\_\_\_

PARTICULARES 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)

Attended on board at request of Master to examine After Main feed pump water end valve chest.

On examination found valve chest cracked on delivery side between the valve chest covers. Crack repaired by Metalock process and upon completion valve chest hydraulically tested to 350 P.s.i. and proved sound and tight. It is recommended that the Metalock repair to aft main feed pump water end valve chest be re-examined before the end of December 1959 (6 mos.).

LEAVE THIS SPACE BLANK

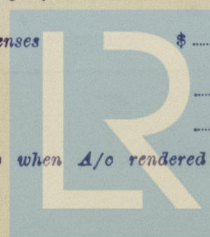


Survey fees \$ 500.00

Damage fee \$

Expenses \$ 15.00

Date when A/o rendered 4-6-59



© 2020

Lloyd's Register Foundation