

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

(Received at London Office)

30 DEC 1951
GLASGOW

Report 14.12.51 When handed in at Local Office 14.12.51 Port of Glasgow
Survey held at Glasgow Date First Survey 12.2.51 Last Survey 22.11.51 (No. of Visits 17)

Name of Machinery of the ~~Wood Iron or Steel~~ S.S. TWICKENHAM.
4913 Vessel built at Dundee By whom Daledon S.B. & E. Ltd When 1940 11
4896 Engines made at Newcastle By whom N.E. Marine Eng. Co When 1940
2679 Boilers, when made (Main) 1940 (Aux Donkey) 1940
2700 Owners British S.S. Ltd Owners' Address -
2885 Managers Watts, Watts & Co. Ltd Port London Voyage -
1.57 If Surveyed Afloat or in Dry Dock Glasgow
220 (State name of Dock.)

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 now expired.
Machinery and Boiler Surveys (including date of N.B., if any)

of Examination and Repairs (if any) Sk. BS. Reps. oil fuel conversion:
+ 100 A1. 5.51 + 4ME. 3.49
with freeboard BS. 5.51
25. sh. 3.49 Cl. 5.51

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 the cause of which must be stated should be separated from Repairs due to other causes; and besides the body of the report, should be briefly summarised at the end of the report. State also the dates and places respecting this case.

Has the Surveyor has not made a special damage report he is required to state whether he offered his purpose, and why they were declined. not requested
Made by anyone else? If so, by whom? -
Normally go inside each Main Boiler separately and make a through examination at this time? Yes.

Reasons: - What parts of the Boilers could not be thus thoroughly examined? -
In the absence of internal examination, were adopted by the Surveyor himself of the thorough efficiency of those parts of each Boiler? -
Internal examination of each boiler p. s. and c. 28/9. Present condition of funnel efficient

Examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lbs/0
Examine the Safety Valves of the Aux Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lbs/0

Examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Aux Boilers? Yes
Examine the drain plugs of the Main Boilers? - and of the Aux Boilers? -
Examine all the mountings of the Main Boilers? Yes and of the Aux Boilers? Yes

Have been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -
Refrigerated? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -
Oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? See report
Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No
Referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Complete, state what arrangements have been made for its completion and what remains to be done. Complete.
Now done, vessel placed in dry-dock propellers and outside fastenings (safety valves opened out) and found efficient.

The two main and auxiliary boilers were examined internally and externally together their doors and fastenings, and (superheaters on 5 main boilers) and found, or put in good order.

The Starboard boiler the plain tubes were renewed; Starboard furnace flange connections to c.e. 12 defective rivets renewed; 1 staytube post-c.c. renewed. Boiler tested hydraulically to 200 lbs/0.

The N.E. superheater elements were removed from P.S. boilers modified and tested at the Makers works to Rule Requirements and reinstalled.

The boiler furnaces and fronts modified for oil fuel burning. Wallsend Hobden type of oil burning system fitted. The P.S. boilers

Observations, Opinion, and Recommendation. - The machinery of this vessel so far as early 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 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.)

Vessel is in good condition and eligible in my opinion to remain licensed with fresh record of BS. 11.51. and notation "Fitted for fuel 11.51 F.P. above 150°F"

OIL FUEL CONVERSION 30 - - - Fees applied for 27 DEC 1951
B.S. SURVEY 12 - - -
Repair Fee (if any) £ 2 2 0 Received by me, J.P. Clatney
REPAIRS £ 4 4 0 (if chargeable) 19
GLASGOW 27 DEC 1951

Signature: R.W. Skinner, J.P. Clatney
Engineer Surveyor to Lloyd's Register of Shipping.

BS 11.51. Fitted for oil fuel 11.51, F.P. above 150°F.
Lloyd's Register Foundation

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

S.S. TWICKENHAM.

fuel low: fitted for forced draught. The centre boiler (Auxiliary) fitted for natural draught.

The transfer pump suitably installed on fabricated welded seatings on starboard side of engine room.

The oil fuel unit as above. Emergency lighting up unit in boiler room. The "Turkulo" oily water separator on portside of engine room. The settling tanks (2) at forward end of the engine room skylight trunk.

Additional bilge suction (oily bilge) 1 starboard & 1 port side of eng. room, 1 starboard & 1 port side of boiler room.

1 starboard & 1 port side cross bunker, 1 starboard & 1 port side deep tank; (ordinary bilge) 1 starboard & 1 port side deep tank.

The heating coils were tested in p.s., settling tanks cross bunkers and Nos. 2, 3 & 6 p.s. D.B. tanks.

The G.S. pump bilge suction line blanked off and a cross over pipe connection with SOR. valve fitted connecting main bilge and oily bilge lines (due to insufficient capacity of main engine bilge pumps)

Cross over steam line between boiler stop valves and steel "T" piece fitted to permit of use of G.M. fittings for heating coils, and wet steam for steam smothering.

To comply with Ministry of Transport Regulations

- (1) The Stockhold was made reasonably air-tight by fitting of butterfly flaps in ventilators, and controlled steel flaps between inner and outer funnel casings. (2) A 3" G.M. sea inlet valve was fitted on starboard side of the tunnel recess. A sufficient number of foam fire extinguishers have been conveniently placed in the engine and boiler rooms.

On completion of the installation the remote control extended spindles, pumping arrangements, and steam fire smothering installations were examined and tested under working conditions. The safety valves adjusted under steam to 220 lbs/sq. in.

The main and auxiliary machinery tested under working conditions.

Approved plans of oil fuel installation are attached.

Additional machinery: Oil fuel unit Weirs pumps. No 24431 Lloyd's list 8.11.50 and 24432 Lloyd's test 21.12.50 Heaters Top No 23167 Steam 450 lbs/sq. in. Lloyd's 23.5.51. Bottom No 23166 Oil 400 lbs/sq. in. Steam 450 lbs/sq. in. Lloyd's 23.5.51 Transfer pump Weirs Oil 400 lbs/sq. in. F2025 Lloyd's 29.11.50 Filters discharge No 2032 & 2033 400 lbs Lloyd's 16.8.51. Oily Water Separator No 22348 Pneumatic gauges for settling tanks, cross bunkers, Nos. 2, 3 & 6 p.s. D.B. tanks. Observation tanks.

Glasgow

Continuation of Report No. 78029 dated

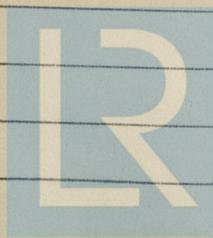
14. 12. 51

on the

S.S. TWICKENHAM.

ical Installation:- At this time the switchboard has been
red and cables altered in way of oil fuel conversion repairs.
The repairs examined and found satisfactory.

J. Daffner.



© 2020

Lloyd's Register
Foundation