

Rpt. 9

Date of writing report 13th March 1961 Received London

Port BUENOS AIRES

No. 32504

1 MAY 1961

Survey held at Buenos Aires

No. of visits

Two

First date 3-3-61

Last date 9th March, 1961.

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

S.S.

No. in R.B. 69836 Name M.V.XX "LORD TWEEDSMUIR"

Gross tons 7136

Date of build 7 - 1943.

Owners Glenrock Shipping Co. Ltd. Managers J.P. Hadoulis Ltd.

Port of Registry London.

Engines made Montreal By Dominion Eng. Wks.

Type T 3Cy

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 3 SB W.P. 220 lb.

No. of Aux./Donkey Boilers W.P. ---

Surveyed Afloat or in Dry Dock afloat

Nature of Survey Compl. M.B.S.

Was Damage Report issued? Int. Cert. Yes

Last Report (For Head Office only)

Records of Survey &amp; Special Notations as per Register Book

Hull	Machinery
BS *	MBS+ 6.57
with freeboard	MBS 8.59
docking 5.60	TS CL 6.58N
SS 6.57	SPS 9.59

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. Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft/Tubeshaft been drawn? 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.)

PORT

STARBOARD

1 Cyls., Covers, Pistons &amp; Rods

2 Valves &amp; Gears

3 Connecting Rods, Side

Top Ends &amp; Guides Centre

4 Crankpins &amp; Side

Bearings Centre

5 Journals &amp; Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons &amp; Rods

7 Connecting Rods &amp; Top Ends

8 Crankpins &amp; Bearings

9 Journals &amp; Bearings

10 Coolers &amp; Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons &amp; Rods

12 Connecting Rods &amp; Top Ends

13 Crankpins &amp; Bearings

14 Journals &amp; Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings &amp; Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES &amp; HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS &amp; BEARINGS

24 INTERMEDIATE SHAFTS &amp; BEARINGS

25 HOLDING DOWN BOLTS &amp; CHOCKS

26 CONDENSERS (MAIN &amp; AUX.)

STEAM RE-HEATERS

De - SUPERHEATERS

STOP &amp; MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS

Have Main Engines been tested working and manoeuvring?

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as now classed with fresh record of MBS 10.60 now, as previously recommended.

Date of Committee

TUESDAY 30 MAY 1961

Decision

MBS 10.60 without spl. etc.

A.Y. Sinclair

Engineer Surveyor to Lloyd's Register of Shipping

J. S. Cook.

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82 Essential Independent Pumps (Identify by position) \_\_\_\_\_  
83 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls \_\_\_\_\_  
84 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? \_\_\_\_\_  
85 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? Yes \_\_\_\_\_ 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)

Remote controls now placed in good order and seen to work efficiently.

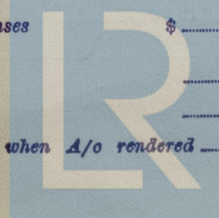
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Survey fees \$ 2,000.00

Damage fee \$ - -

Expenses \$ 200.00

Date when A/c rendered 13th March, 1951.



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