

Rpt. 9

MAR 1957

Date of writing report 11-3-57.

Received London

Port of Antwerp.

Survey held at Antwerp.

No. of visits 6.

First date 8-2-57.

Last date 4-3-57.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 50156 Name M.V. "TW. Sc. ACCRA" Gross tons 11600 Date of build 1947

Owners Elder Dempster Lines, Ltd. Managers --- Port of Registry Liverpool

Engines made dito. By Vickers-Armstrongs Ltd. Type 2 Oil Engines 2SA

No. of Main Engines 2 No. of Screws 2

Records of Survey & Special Notations as per Register Book

No. of Main Boilers --- W.P. ---

No. of Aux./Donkey Boilers 2 W.P. 120lb.

Surveyed Afloat or in Dry Dock BOTH

Nature of Survey DKG; TSC; PART L.M.C.S. REITERATIONS.

Was Damage Report issued? --- Int. Cert.? yes.

Last Report (For Head Office only)

Hull		Machinery	
SS.	9/51	OS.	8/52
Dkg.	8/55	d.	6/55
		CL.p	4/53
		s.	10/53

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.

If so, is the Report sent now, or when will it be sent?

DOCKING Propellers **Good** Wear Down of Stern Bushes **REWOODER** Sea Connections **Good**

Fastenings **Good** Has Screwshaft/Turboshaft been drawn? **YES** Date of Examination **P43, 8-2-57** Has Shaft been changed? **STAR YES**

Has Shaft now fitted been previously used? **No** Has Shaft now examined/fitted a continuous liner? **YES** Approved oil gland? **-**

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

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

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS *The Machinery of this vessel, as far as now seen is in good working condition and in my opinion eligible to remain as entered and have a fresh record of F.H.M.C.S. (with date) on completion and fresh record of T.S.C.L.P. 2,57 SN 2,57 now.*

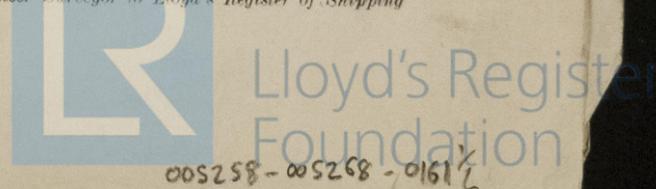
Date of Committee THURSDAY 2 MAY 1957

Decision *As per P43 2-57*

20m.6.55. T. (MADE AND PRINTED IN ENGLAND) *See Lgs 1594*

Noted for Reader

John W. O. Hayes
Engineer Surveyor to Lloyd's Register of Shipping



005258-005268-0161

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		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD
Generators		Generators & Governors	
Exciters			
Air Coolers		Motors	
Motors		Switchboards & Fittings	
Air Coolers		Circuit Breakers	
Control Gear, Cables, etc.		Cables	
Insulation Resistance		Insulation Resistance	
Insulating Oil Test		Steering Gear Generators and Motors	
Overspeed Governors		Navigation Light Indicators	
Magnetic Couplings			
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)

REPAIRS.
 Starboard screw shaft examined and found severely ridged in way of stern gland packing. This shaft was examined with liner removed, when a new liner was being fitted and also on completion of machining new liner.
 Owing to the time required to fit new liner on the above shaft the new starboard screw shaft was fitted to starboard side.

CONVERSION TO HEAVY OIL BURNING.
 All requirements for the above conversion completed as per approved plans.
 Additional filling pressure tested and found satisfactory. (CONTINUED ON FOLLOWER I)

LEAVE THIS SPACE BLANK

Survey fees £5. by loco.
 Reps & det. £400.
 Damage fee.....
 Expenses... £. 450.
 Date when A/c rendered 28-3-57.



FOLLOWER I.

"T.W. Se. M.V. ACCRA"

The following oil heaters were installed.
 Identification.

Starboard Heater.
 M.O.T. LLOYDS TESTED 300lbs. NO 1484.

Port Heater.
 M.O.T. LLOYDS TESTED 300lbs. NO 1486.

Surcharge pumps and motor drive.
 Starboard.

Campbell and Ingham
 NO 51944; H.P. = 2; 220V; 8.8amps; 950/1150 RPM.

Pump LLOYDS TESTED S.O.V. 15-5-56. A.G.P.
 Port.

Campbell and Ingham.
 NO 51946; H.P. 2; 220V; 8.8amps; 950/1150 RPM.

Pump LLOYDS TESTED S.O.V. 15-5-56 A.G.P.

On completion of the above installation main engine tested ahead and astern and found satisfactory.

John W. D. Forbes