

Date of writing report 27-3-58. Received London 6 APR 1958 Port LAGOS. No. 1840. Survey held at TEMA. No. of visits TWO. First date 22-3-58 Last date 23-3-58.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 30168 Name S.S. "PARHOW TID" EX. "TAYWOOD TID" Gross tons 54 Date of build 1944. Owners PARKINSON HOWARD LIMITED. Managers -- Port of Registry LONDON. Engines made 1944 By GEN. MAR. ENG. WKS. Type C 20Y 12 1/2" & 26" x 18".

Table with columns for Hull and Machinery. Hull: 100A1, for towing services on the Gold Coast, CLASSED 9/50, SS. TKI 2/54, DS. 2/57. Machinery: LMC, ES. 2/54, MBS 4/57, TSOG. 2/57, SPS 2/54.

NOTE: 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".

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 & 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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 18 Casings, 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

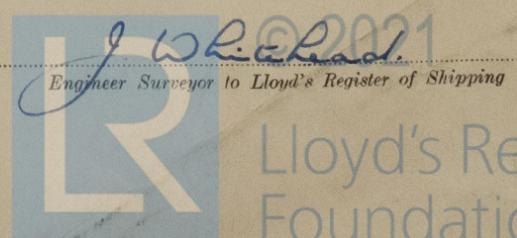
CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now seen is eligible in my opinion to remain as Classed with fresh record of MBS 3/58. Subject to the circulating pump impeller casing being renewed before the end of August, 1958, (5 month's limit).

Date of Committee TUESDAY - 6 MAY 1958

Decision Deferred for ES. Subject MBS 3, 58

Noted for Header



Lloyd's Register Foundation

011646-011656-0370 1/2

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

If certificate is required state where to be sent

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

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		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a	Generators.....		1 Generators & Governors.....
b	Exciters.....		
c	Air Coolers.....		m Motors.....
d	Motors.....		n Switchboards & Fittings.....
e	Air Coolers.....		o Circuit Breakers.....
f	Control Gear, Cables, etc.....		p Cables.....
g	Insulation Resistance.....		q Insulation Resistance.....
h	Insulating Oil Test.....		r Steering Gear Generators and Motors.....
i	Overspeed Governors.....		s Navigation Light Indicators.....
j	Magnetic Couplings.....		
k	Air Gap.....		

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

MAIN GOOD 22-3-57..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves GOOD.....

Mountings, Doors & Fastenings GOOD.....

Safety Valves Adjusted to Sat. 140 LBS/ SQ. INCH......

Boiler Securing Arrangements GOOD.....

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

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

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? NONE..... Funnel GOOD.....

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)

NOW DONE FOR GENERAL EXAMINATION.

Main and auxiliary machinery generally examined in accordance with Circular No.1959 and Secretary's Letter dated 25th February, 1958.

Ascertained from Chief Engineer and ships Work Book that all previous repairs carried out to machinery were of a minor nature and all in good working order.

Oil burning arrangements examined under working conditions.

Noted no electrical equipment at present onboard.

Note. Owners Superintendent stated that the windlass had been removed ashore since last examination owing to it not being required for use during present operation of the ship. A jib crane worked by a hand operated crab winch had been installed in place of the windlass on the fore deck. Crane and winch now examined and found to be suitable as a temporary means for anchoring.

\* Circulating pump examined, impeller casing found wasted and holed. As a temporary repair a cement box was constructed in way of wastage.

(Contd..3..)

Survey fees ... MBS £20 - 0 - 0

GENERAL EXAMINATION, ... 20 - 0 - 0

SPECIAL ATTENDANCE FEE, ... 10 - 0 - 0

Damage fee ...

50% AIR FARE ... 7 - 4 - 0

50% Expenses... ... 1 - 3 - 6

Date when A/c rendered... 27th March, 1958.

Rpt. 9a Cont. Sheet

Continuation of Ship/Mchy. Report No. 1840.

Port of LAGOS. ~~Continuation of Report No.~~ dated 27TH MARCH, 1958. on the

on the S.S./M.S. "PARHOW TID" EX. "TAYWOOD TID"

It is recommended that this casing be renewed before the end of August, 1958 (5 month's limit).

Meanwhile it is considered efficient.

In view of the satisfactory General Examination now held it is submitted that the Special Survey be postponed until August, 1958.

*Handwritten initials*

