

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

B.C. CLASS.

Date of writing Report 19 27 FEB 1953 When handed in at Local Office 19 27 FEB 1953 Port of London

No in Book. Survey held at London Date of First Survey 8 MAY 1952 Last Survey 26 SEPT 1952
(No. of Visits SEVEN)

7560 on the Machinery of the Wood, Iron or Steel S.S. T.W.1.

Gross 449 Vessel built at Gravel By whom G. Hill & Sons Ltd. When 1923 Month 4
Net 169 Engines made at Boaltonbridge By whom W. Beardmore & Co Ltd. When 1923
Nominal Horse Power - Boilers, when made (Main) 1923 (Donkey) -

Owners Inames Welding Co Ltd. Owners' Address - (if not already recorded in Appendix to Register Book.)
Managers - Port London Voyage -

If Surveyed Afloat or in Dry Dock and on W. India Dock
(State name of Dock.)

Particulars of Examination and Repairs (if any) Dkg. Part MBS & BLS.
Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how long expired.	Machinery and Boiler Surveys (including date of N.B., if any)
BS* Bulk oil		MBS* 8.47.
carrier 6.51.		BLS. 7.51.
SS Hull 8.47.		MSP 5.45.
AS 8.50.		TSC. 5.51.
<i>Littered for oil fuel.</i>		

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom? Yes
Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

What parts of the Boilers could not be thus thoroughly examined? -

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -
State latest date of internal examination of each boiler 17.6.52 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs/10"
Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -
Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -
Has the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -
Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush 5/32 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -
Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete for MBS* the electrical installation remains to be examined & tested.

Vessel placed in drydock, examined propellers, aft end of stern tube sea cocks & valves, and all outside fastenings.

Now Done for BS. The Boiler was opened out & examined internally & externally with safety valves & mountings. The boiler was subsequently examined under steam & the safety valves adjusted as above.

Steam smothering & of installations examined & tested under working conditions.

Now Done for MBS* HP, IP & LP cylinders covers, pistons rods, valves, top ends & heads, bottom ends examined.

crankshaft journals, pins & main bearings. Thrust shaft collar & pads

main Engine driven Air, circulating, surge, & feed pumps. P.T.O.

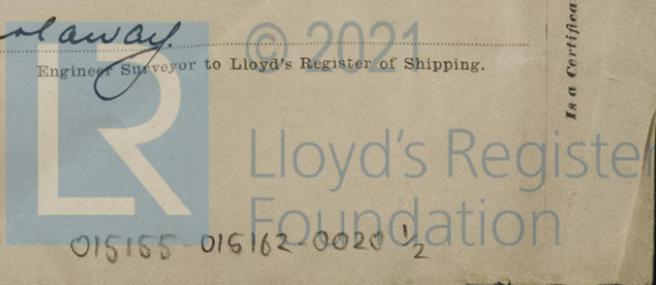
General Observations, Opinion, and Recommendation: -
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, XLMC 9.11 or XLMC 140 lb., FD, &c.)

The machinery of this vessel so far as now seen is in an efficient condition & in my opinion is eligible to remain as classed with fresh record of BLS. 8.52 and MBS* with date when the survey is completed.

Survey Fee (per Section 23) 5 x actual 88.5 MN.
MBS* £14 0 0. Fees applied for 37/105
BLS. 5 0 0. Received by me, J. L. Shirclaw
Special Damage or Repair Fee (if any) £ -
(per Section 23.) Travelling expenses (if chargeable) £ -

Committee's Minute FRI. 27 FEB 1953

Assigned -



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to...

B.C. CLASS.

Rpt. 9a.

Port of

London.

Continuation of Report No.

12647

dated

FEB 1953

on the

T. W. 1.

Harbour feed pump.

SS & Ballast pump.

Outboard & Inboard oil fuel pumps & units.

Dynamo Steam Engine.

Steering Gear

Windlass.

Pumping Arrangements examined & tested.

J. L. Lurleway.