

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

(Received at London Office)

Date of writing Report 4/3/1941 When handed in at Local Office 8 MAR 1941 Port of LIVERPOOL

No. in Reg. Book 85326 Survey held at Liverpool Date. First Survey 24/12/40 Last Survey 26/2/1941
 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel S/S "TWEED"

Tonnage { Gross 2697 Vessel built at Port Glasgow By whom Donalds, Brown & Co. Ltd When 1926-5
 Net 1672 Engines made at Glasgow By whom D. Brown & Co. Ltd When 1926

Nominal Horse Power 250 Boilers, when made (Main) 1926 (Donkey)

No. of Main Boilers 258 Owners Imperial Shipping Co. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers A. C. Laidlaw Port London Voyage (Donkey)

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Alexandra (State name of Dock.)

in Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage & Repairs

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause 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.)

In 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

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also 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. Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft. State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Damage sustained by enemy bomb attack on 18th Dec. 1940. Whilst on voyage from Glasgow to Liverpool.

Now done. Thrust & Tunnel shafting alignment, checked. Tunnel shafting & bearings, examined. The L.P. Astern Guide & the examined.

Repairs. L. Tunnel bearings keels fractured - renewed. L.P. Astern Guide face fractured, was fitted with a strengthening strap on each side. Considered efficient meantime. To be examined in 3 months. Holding down bolts of the main engine & thrust block, renewed or hardened up as found necessary.

P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as seen is now in a satisfactory condition & legible in my opinion & remain as classed without fresh record of survey, subject to the L.P. guide being again examined before the end of May 1941. Main circulating pump to examine at next drydocking.

Survey Fee (per Section 20) £ : : Fees applied for 8 MAR 1941

Special Damage or Repair Fee (if any) £ 8 : 8 : 0 Received by me, L. W. Stewart

Travelling expenses (if chargeable) £ 2 : 2 : 0 A. Staffur

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 11 MAR 1941

Assigned As now subject.

Lloyd's Register
W1139-0060

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

Is a Certificate required? If so, to be sent to

4/3/41.

S/S 'TWEED'

Repairs. (contd:) All main steam pipes hydraulically tested to 360 lbs sq. in.

Ballast pump overhauled.

Upon completion of the above repairs the main engine & auxiliaries were tried under steam & found satisfactory.

McStuart

Electrical Equipment.

Repair effected: Generator removed from ship, armature repaired, stored, field coils stripped, retaped, stored & varnished. Commutator skinned, brush gear overhauled. Two dynamo trains fitted. Engine room partly stowed. Navigation circuit overhauled & placed in order. Accumulator in forecabin port stowed. Low insulation slack faults located & removed. Installation tested on completion of repair & found satisfactory.

Kh

Noted.

Subject - W main engine circulating pump being examined at next dry docking and to the L.P. Guide being examined before end of 5-41.

L.P.
19/3/41



© 2020

Lloyd's Register Foundation