

Rpt. 9

Date of writing report 14 June 1960
Survey held at Yokohama

Received London
No. of visits 3

Port YOKOHAMA
First date 17-5-1960
Last date 23-5-1960
No. 3268

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 34218 Name M.V. "TWEEDBANK" Gross tons 5627 Date of build 9-1930
Owners Bank Line Ltd. Managers Andrew Weir & Co., Ltd. Port of Registry Belfast
Engines made Bel By Workman Clark (1928) Ltd. Type Sulzer 2-2 SA, 5 Cy. 680 x 1200 mm

No. of Main Engines 2 No. of Screws 2
No. of Main Boilers - W.P. -
No. of Aux. Boilers 1 W.P. 120 lb
Surveyed Afloat or in Dry Dock Drydock
Nature of Survey Damage
Was Damage Report issued? Yes Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 Al with freeboard. Carrying veg. oil in DTs & in tanks between tunnels (Dr) 10/53 SS 12/57 Dkg 1/60	+ LMC CS 12/57 d 1/60 CLp 4/57 s 5/57 (N) Sps 1/58

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 p & s + Wear Down of Stern Bushes P 6.85mm s 4.0mm Oil Glands - Sea Connections -
Fastenings Good Has Screwshaft Tubeshaft been drawn? No 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
 - 6 Cyls., Covers, Pistons & Rods
 - 7 Connecting Rods & Top Ends
 - 8 Crankpins & Bearings
 - 9 Journals & Bearings
 - 10 Coolers & Safety Devices
 - 11 Cyls., Covers, Pistons & Rods
 - 12 Connecting Rods & Top Ends
 - 13 Crankpins & Bearings
 - 14 Journals & Bearings
 - 15 Levers
 - 16 SCAVENGE BLOWERS
 - 17 SUPERCHARGERS
 - 18 MAIN TURBINES
 - 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 so far as now surveyed is eligible, in my opinion, to remain as Classed without fresh record of Survey, subject to edges of propeller blades (p & s) being faired and tips dressed as necessary at next drydocking; subject also to all items at present attached to vessel's Class being dealt with as previously recommended.

Date of Committee THURSDAY 11 AUG 1960
Decision Noted - see Ct minute dated 17.6.60

Noted for Header



If certificate is required state where to be sent

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	PORT	ELECTRICAL EQUIPMENT	
		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?..... 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)

Damage (1):- Stated due to grounding at KUNSAN on the 29 April 1960. (Please see Accompanying Report 8 No. 3268)

Now Done:- Fractured lengths of Nos. 1, 2 and 3 DB tank suction lines now renewed. Satisfactory pumping tests carried out on completion of repairs.

Damage (3):- Stated incurred during refloating operations on the 29/30 April 1960 subsequent to grounding on 29 April 1960.

Now Done:- Main Engine and thrust holding down bolts checked, tightened and grumets renewed as necessary. Fastenings examined and found satisfactory.

Damage (4):- Stated due to fouling turning buoy in Port de Galets, REUNION on the 17 February 1960.

Cont'd Sheet No. 2

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Survey fees ... Nil
 Damage fee (1) £ 10- 0- 0
 (3) £ 10- 0- 0
 (4) £ 8- 0- 0
 Expenses... £ 1-10- 0

Date when A/c rendered JUN. 23. 1960

Amount Received
 6 JUL 1960
 From LONDON

"TWEEDBANK"

(2)

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Now Done:- (As temporary repairs).
 Fractures in p & s propeller blades stop drilled.

For further details please see Accompanying Damage Report No. ISA-420.

Owner's Superintendent stated that in view of extensive damage to hull, in all probability, vessel would be sold for "breaking up" in Hong Kong, proceeding under own power to that port via ILOILO.

In the event of vessel not being sold, however, all permanent repairs necessary, as a result of DAMAGES 2, 3 and 4 (please see accompanying Report 8 No. 3268 and DAMAGE Report No. 598), would be effected Hong Kong.

In the circumstances, records of satisfactory straight and crankshaft alignment were accepted, having been verified by Superintendent Engineer at YOKOHAMA before vessel came under survey.

Chief Engineer stated that Main Engines and Auxiliary Machinery had performed satisfactorily during tempts at refloating and on subsequent voyage to Japan.

It is submitted that, in the event of vessel remaining in service without permanent hull repairs the machinery item requiring attention at drydocking in Hong Kong would be repairing of p & s propellers.

An appropriate entry to be made in Conditions of Class List, propellers considered efficient meantime.

Conditions of Class List Items:- "Crankpin fillets No. 1 aft and No. 5 forward of starboard Main Engine and No. 1 aft and No. 5 forward of port Main Engine to be specially examined when the respective crankpin and bearings are opened up for survey".

"Piston head of No. 5 unit of starboard Main Engine to be specially examined by 9/60 (12 month limit)".

"Crankpin fillet of No. 4 aft of starboard Main Engine to be specially examined by 10/60 (12 month limit)".

"After door of Auxiliary Condenser to be renewed at earliest opportunity and by 6/60 (5 month limit)".

No items attended to at this survey; to be retained as listed.

Appendix to Conditions of Class List Item:- "Particular attention to be given to the fillets of port Main Engine No. 4 crankpin at next examination".

Not examined during present survey; item to be retained as listed.

J. Winn.