

Rpt. 9 JWK.
Date of writing report 28-11-57.
Survey held at Rotterdam
Received London 16 DEC 1957
Port of ROTTERDAM, No. 44540
No. of visits 29
First date 27-8-57, Last date 1-11-57.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 30351 Name M.V. "TAKORADI PALM" Gross tons 5452 Date of build 1937-7
Owners Palm Line Ltd. Managers -- Port of Registry Liverpool
Engines made 1937 By Deutsche S. & M. Type 2 Oil Eng. 2 S.A. M.A.N. MN (577)
No. of Main Engines 2 No. of Screws 1
No. of Main Boilers -- W.P. --
No. of Aux/Donkey Boilers 1 W.P. 100 lbs.
Surveyed Afloat or in Dry Dock both
Nature of Survey CONDITION, C.S., D.B.S., T.S.
Was Damage Report issued? no Int. Cert.? yes repairs
Last Report (For Head Office only)

Hull	Machinery
*100A1 with fbd.	* LMC CS 8-53
Dock 11-56	d 12-56
SS. Ham. 8-53	TS 2-55 CL
Carrying vegetable oil in DT.	

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/ good Wear Down of Stern Bushes rewooded Oil Glands -- Sea Connections good
Fastenings good Has Screwshaft Tubeshaft been drawn? yes Date of Examination 2-10-57 Has Shaft been changed? no
Has Shaft now fitted been previously used? -- Has Shaft now examined/fitted a continuous liner? yes Approved oil gland? no
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods all good all good
2 Valves & Gears all good all good
3 Connecting Rods, Top Ends & Guides Side X all good all good
4 Crankpins & Bearings Side X all good all good
5 Journals & Bearings all good all good
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 good good
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS good good
22 REDUCTION GEARING good good
23 THRUST BLOCKS, SHAFTS & BEARINGS Main thrust, crankshaft and pinion thrusts, good
24 INTERMEDIATE SHAFTS & BEARINGS good
25 HOLDING DOWN BOLTS & CHOCKS good good
26 CONDENSERS (MAIN & AUX.) tested, good
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES good Have Main Engines been tested working and manoeuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery being in good condition the vessel may be continued as now classed with fresh record of C.S. 11-57, T.S. 11-57 C.L., and D.B.S. 11-57, without subject relating to the aft inboard generator.

22 Essential Independent Pumps (Identify by position) 2 F.W. cooling pumps, S.W. cooling pump, 2 donkey boiler feed pumps, oil fuel transfer pump.

23 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls good

24 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

of port M.E. and of reduction gearing:

25 Fresh Water Coolers both tested, good 26 Lub. Oil Coolers tested, good 27 Heaters (state service)

28 Independent Air Compressors, Coolers & Safety Devices

29 Air Receivers & Safety devices—Main both good

40 Auxiliary 2 good

41 Oil Fuel Tanks (Not forming part of hull structure) good

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery good 45 Windlass good 46 Fire Extinguishing Arrangements good

AUXILIARY ENGINES (Identify by position) Forward outboard replaced by reconditioned set. Please see attached cert.

Aft outboard auxiliary engine throughout — good.

Forward inboard auxiliary engine — good (harbour set).

Aft inboard auxiliary engine — good.

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors good
b Exciters			m Motors good
c Air Coolers			n Switchboards & Fittings good
d Motors			o Circuit Breakers good
e Air Coolers			p Cables good
f Control Gear, Cables, etc.			q Insulation Resistance good
g Insulation Resistance			r Steering Gear Generators and Motors good
h Insulating Oil Test			s Navigation Light Indicators good
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 & PRESS 14-10-57 good

Superheaters good

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to Sat. 100 lbs.

Spt. good

Boiler Securing Arrangements good

Main Economisers Exhaust Gas Heated Economisers both good — Safety valves adjusted

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes Forced Circulating Pumps good

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? 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)

Wear & tear Repairs:— Sternbush found slack in sterntube. Sterntube now bored out and new sternbush satisfactory fitted. Liner of screwshaft skimmed.

Port Main Engine:— No. 3 cylinder liner renewed. No. 7 main bearing retalled, in order to reduce crankshaft deflection.

Starboard Main Engine:— Gearwheels and ball bearings of scavenge blower impellers renewed.

No. 7 main bearing retalled in order to reduce crankshaft deflection.

Auxiliary Engines:— Forward inboard, aft inboard and aft outboard engines generally

overhauled. Journals and crankpins of aft outboard engine crankshaft skimmed, main bearings and bottom ends retalled.

Sea connections:— Low main injection chest found wasted, now renewed.

Donkey Boiler:— Boiler transported to shop for repairs of furnace which was found distorted. After dismantling the lower part of the boiler shell was found thin.

The following repairs now carried out:— Lower part of shell plate cropped

and new piece fitted by electric welding as per sketch approved, 25-9

X-ray photos of welding examined and found good. Spherical part of

furnace renewed. All screwstays, plain and staytubes renewed.

Survey fees ... Fl. 830.-

Electr. ... Fl. 265.-

Damage fee ...

Expenses... 99.50

Date when A/c rendered 10 DEC 1957

9a

of ROTTERDAM

Continuation of Report No.

44540^B dated

28th November, 1957 on the

m.s. "TAKORADI PALM"

On completion of repairs boiler hydraulically tested and found tight and boiler satisfactorily

refitted on board. Material used for repairs of shell covered by Düsseldorf Certificate No. 56/1103

and of furnace by Glasgow Certificate C.70328.

Exhaust gas economiser:— Ends of coils where expanded in headers found thin and pitted.

Thin ends of coils now cropped, new ends welded on and coils satisfactorily refitted.

Both economisers tested after repairs and found tight.

Electric installation:— Complete special survey carried out together with repairs. Armature

of after inboard generator rewound, tested on completion and found satisfactory.

Alterations:— Forward outboard 110 K.W. generator set removed from vessel and replaced by a

reconditioned 200 K.W. set, together with new current breaker and cables.

Engine builders:— English Electric Co. Ltd. Eng. No. 1-H - 711.

Makers of generator:— English Electr. Co. Ltd.

Please see London outport Certificate No. D. 55227 and drawing of Main Switchboard alterations

attached to this report. Crankcase explosion relief valves have been fitted to this engine

as per sketch approved, 21-10-57.

The engine has been satisfactorily fitted on board, examined under load and found in good working order.

Porsigraph records taken will be forwarded under separate cover.

J. M. B. B. B.

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