

Rpt. 9

JWK.

Date of writing report 28-11-57.

Received London

16 DEC 1957

Port of ROTTERDAM, No.

44540

Survey held at Rotterdam

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 <sup>X.S.S.</sup> 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)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100Al 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	all good	all good
4 Crankpins & Bearings	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

### EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

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.

THURSDAY 20 MAR 1958

Date of Committee

Decision CS 11,57, without spe cdw T.S. 11,57 D.B.S. 11,57

60m,8,56. T. (MADE AND PRINTED IN ENGLAND.)

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 E.M. Dudock  
 Engineer Surveyor to Lloyd's Register of Shipping

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If certificate is required state where to be sent.

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?

25 Fresh Water Coolers both tested, good of port M.E. and of reduction gearing; 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 30 Auxiliary 2 good

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

32 Evaporators 33 Have Evaporator Safety Valves been tested under steam?

34 Steering Machinery good 35 Windlass good 36 Fire Extinguishing Arrangements good

AUXILIARY ENGINES (Identify by position) Forward outboard replaced by reconditioned set. Please see attached certificate. 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 & PRESSXX	14-10-57	good
Superheaters			good
Safety Valves			good
Mountings, Doors & Fastenings			100 lbs.
Safety Valves Adjusted to			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		good
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 bearing 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<sup>B</sup> 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 G.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.

Torsionograph records taken will be forwarded under separate cover.

*J. M. Rendall*

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