

No. 78028

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

(Received at London Office)

DEC 1951

Report 14. 12. 51 When handed in at Local Office 14. 12. 51 Port of Glasgow
 Survey held at Glasgow Date. First Survey 12. 2. 51 Last Survey 22. 11. 51
 (No. of Visits 17)

Machinery of the ~~Wood, Iron or Steel~~ S.S. TWICKENHAM.

4913 Vessel built at Dundee. By whom Daledon S.B. & Co Ltd When 1940 11
 4826 Engines made at Newcastle By whom N.E. Marine Eng. Co When 1940
 2679 Boilers, when made (Main) 1940 (Auxiliary) 1940
 393 MN Owners British S.S. Co Ltd Owners' Address —
 2 SB (S.F.D) Managers Watts, Watts & Co Ltd Port London Voyage —
 1. 51 If Surveyed Afloat or in Dry Dock Glasgow
 220 (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A1. 5.51 with freeboard 25. 5. 3.49		+ 4ME. 3.49 BS. 5.51 CL. 5.51

No. Port Examination and Repairs (if any) 100, BS. Reps. oil fuel conversion.

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and besides the body of the report, should be briefly summarised at the end of the report. State also the dates and reasons for this case.

When the Surveyor has not made a special damage report he is required to state whether he offered his purpose, and why they were declined. *not requested*

When made by anyone else? If so, by whom? —

When normally go inside each Main Boiler separately and make a through examination at this time? *Yes.*

When "Auxiliary" "Donkey" " " " " *Yes.*

When reasons — What parts of the Boilers could not be thus thoroughly examined? —

When in the absence of internal examination, were adopted by the Surveyor himself of the thorough efficiency of those parts of each Boiler? —

When internal examination of each boiler *p. 5. and c. 28/9.* Present condition of funnel *efficient*

When line the Safety Valves of the Main Boilers? *Yes.* To what pressure were they afterwards adjusted under steam? *220 lbs/0*

When line the Safety Valves of the *Aux* Boilers? *Yes.* To what pressure were they afterwards adjusted under steam? *220 lbs/0*

When line all the manholes, doors and their fastenings of the Main Boilers? *Yes* and of the *Aux* Boilers? *Yes.*

When line the drain plugs of the Main Boilers? — and of the *Aux* Boilers? —

When line all the mountings of the Main Boilers? *Yes* and of the *Aux* Boilers? *Yes*

When have been drawn and examined? *No* Has it a continuous liner? — Is an approved oil retaining appliance fitted at the after end? —

When aged? *No* If so, state reasons — Has the shaft now fitted been previously used? — Has it a continuous liner? —

When is an approved oil retaining appliance fitted at the after end? — State date of examination of Screw Shaft — State the wear down in the

When Is electric light and/or power fitted? *Yes.* If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? *See report*

When resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? *No.*

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

When complete, state what arrangements have been made for its completion and what remains to be done. *Complete.*

When now done, vessel placed in dry-dock propellers and outside fastenings

When valves opened out) and found efficient.

When The two main and auxiliary boilers were examined internally and

When externally together their doors and fastenings, and (superheaters on

When 5 main boilers) and found, or put in good order.

When The Starboard boiler the plain tubes were renewed; Starboard

When furnace flange connections to C.C. 12 defective rivets renewed;

When 1 staytube post C.C. renewed. Boiler tested hydraulically to 200 lbs/0.

When The N.E. superheater elements were removed from P.S. boilers

When modified and tested at the Makers works to Rule Requirements

When and reinstalled.

When The boiler furnaces and fronts modified for oil fuel burning

When system Wallsend Hobden type of oil burning system fitted. The P.S. boilers

When observations, Opinion, and Recommendation. — The machinery of this vessel as far as

When early 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

When 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, LMC 9.11 or

When 140 lb., FD, &c.)

When Seen is in good condition and eligible in my opinion to remain

When classed with fresh record of BS. 11.51. and notation "Fitted for

When fuel 11.51 F.P. above 150°F

When OIL FUEL CONVERSION 30 - - - Fees applied for

When B.S. SURVEY 12 - - - 27 DEC 1951

When Repair Fee (if any) £ 2 2 0 Received by me, 19

When PAIRS 4 4 0

When (if chargeable) £ 4 4 0

When GLASGOW 27 DEC 1951

When BS. 11.51.

When Fitted for oil fuel 11.51, F.P. above 150°F.

When

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

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

R. W. Skinner

J. P. C. C. C.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Glasgow.

Continuation of Report No. 78028 dated

14.12.51

on the

S.S. TWICKENHAM.

fuel low: fitted for forced draught. The centre boiler (Auxiliary)
td. for natural draught.

"The Transfer pump suitably installed on fabricated welded
seatings on starboard side of engine room.

"The oil fuel unit as above. Emergency lighting up
unit in boiler room. "The "Turkulo" oily water separator
on port side of engine room. "The Settling tanks (2)
at forward end of the engine room skylight trunk.

Additional bilge suction (oily bilge) 1 Starboard & 1 port side
of eng. room, 1 Starboard & 1 port side of boiler room.

1 Starboard & 1 port side cross bunker, 1 Starboard & 1 port side
deep tank; (Ordinary bilge) 1 Starboard & 1 port side deep tank.

"The heating coils were tested in p.s., Settling tanks
cross bunkers and Nos. 2, 3 & 6 p.s. D.B. tanks.

"The G.S. pump bilge suction line blanked off and a
cross over pipe connection with S.O.R. valve fitted
connecting main bilge and oily bilge lines (due to
insufficient capacity of main engine bilge pumps)

Crossover steam line between boiler stop valves and steel
"T" piece fitted to permit of use of G.M. fittings for heating
coils, and wet steam for steam smothering.

To comply with Ministry of Transport Regulations

- (1) The Stockhold was made reasonably air-tight by fitting
of butterfly flaps in ventilators, and controlled steel flaps
between inner and outer funnel casings. (2) A 3" G.M.
sea inlet valve was fitted on Starboard side of the
tunnel recess. A sufficient number of foam fire
extinguishers have been conveniently placed in the engine
and boiler rooms.

On completion of the installation the remote control
extended spindles, pumping arrangements, and steam fire
smothering installations were examined and tested
under working conditions. The safety valves adjusted
under steam to 220 lbs/sq. in.

"The main and auxiliary machinery tested under
working conditions.

Approved plans of oil fuel installation are attached.

Additional machinery: Oil fuel unit Weirs pumps. No 24431 Lloyd's
test 8.11.50 and 24432 Lloyd's test 21.12.50 Heaters Top
No 23167 Steam 450 lbs/sq. in. Lloyd's 23.5.51. Bottom No 23166
Oil 400 lbs/sq. in.
Steam 450 lbs/sq. in. Lloyd's 23.5.51 Transfer pump Weirs
Oil 400 lbs/sq. in.
F 2025 Lloyd's 29.11.50 Filters discharge No 2032 & 2033
400 lbs Lloyd's 16.8.51. Oily Water Separator No 22348
Pneumatic gauges for Settling tanks, cross bunkers,
Nos. 2, 3 & 6 p.s. D.B. tanks.
Observation tanks.

Glasgow

Continuation of Report No. 78028 dated

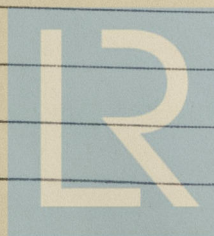
14. 12. 51

on the

S.S. TWICKENHAM.

ical Installation:- At this time the Surtboard has been
ed and cables altered in way of oil fuel conversion repairs.
The repairs examined and found satisfactory.

J. Daffner.



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