

Rpt. 8

Rpt. 9

Date of writing report 27-3-58.
Survey held at TEMA.

Received London 8 APR 1958
Port LAGOS.
No. of visits TWO.

First date 22-3-58
Last date 23-3-58.
No. 1840.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 30168 Name S.S. "PARHOW TID" EX. "TAYWOOD TID" Gross tons 54 Date of build 1944.
Owners PARKINSON HOWARD LIMITED. Managers -- Port of Registry LONDON.
Engines made 1944 By CEN. MAR. ENG. WKS. Type C 20Y 12" & 26" x 18".
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 SB W.P. 140 LBS/SQ. INCH. Records of Survey & Special Notations as per Register Book
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock AFLOAT
Nature of Survey MBS & GENERAL EXAMINATION
Was Damage Report issued? NO Int. Cert.? YES.
Last Report (For Head Office only)

Hull	Machinery
100A1	LMC
for towing services on the	ES. 2/54
Gold Coast.	MBS 4/57
CLASSED 9/50	TSOG. 2/57
SS. TKI 2/54	SPS 2/54
DS. 2/57	

Now 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 Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft/Tubeshaft been drawn? 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

- Cyls., Covers, Pistons & Rods
- Valves & Gears
- Connecting Rods, Top Ends & Guides Side Centre
- Crankpins & Bearings Side Centre
- Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Levers

- SCAVENGE BLOWERS
- SUPERCHARGERS

MAIN TURBINES

- Casings, Rotors, Blading, Bearings & Thrusts

- EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

- STEAM COMPRESSORS

- CLUTCHES & HYDRAULIC COUPLINGS

- REDUCTION GEARING

- THRUST BLOCKS, SHAFTS & BEARINGS

- INTERMEDIATE SHAFTS & BEARINGS

- HOLDING DOWN BOLTS & CHOCKS

- CONDENSERS (MAIN & AUX.)

- STEAM RE-HEATERS

- DE-SUPERHEATERS

- STOP & MANOEUVRING VALVES

- MAIN ENGINE DRIVEN PUMPS

- CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now seen is eligible in my opinion to remain as Classed with fresh record of MBS 3/58. Subject to the circulating pump impeller casing being renewed before the end of August, 1958, (5 month's limit).

Date of Committee TUESDAY - 6 MAY 1958

Decision Deferred for ES.
Subject but MBS 3, 58

30m, 6, 55. T. (MADE AND PRINTED IN ENGLAND)

Noted for Header

J. W. H. Head
Engine Surveyor to Lloyd's Register of Shipping
Lloyd's Register Foundation
011646-011656-0370 1/2

32 Essential Independent Pumps (Identify by position)..... CIRCULATING PUMP

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).....

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators.....			1 Generators & Governors.....
b Exciters.....			
c Air Coolers.....			m Motors.....
d Motors.....			
e Air Coolers.....			n Switchboards & Fittings.....
f Control Gear, Cables, etc.....			o Circuit Breakers.....
g Insulation Resistance.....			p Cables.....
h Insulating Oil Test.....			q Insulation Resistance.....
i Overspeed Governors.....			r Steering Gear Generators and Motors.....
j Magnetic Couplings.....			s Navigation Light Indicators.....
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN GOOD 22-3-57..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves GOOD.....

Mountings, Doors & Fastenings GOOD.....

Safety Valves Adjusted to Sat. 140 LBS/ SQ. INCH......

Boiler Securing Arrangements GOOD.....

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? YES..... Forced Circulating Pumps.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? NONE..... 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)

NOW DONE FOR GENERAL EXAMINATION.

Main and auxiliary machinery generally examined in accordance with Circular No.1959 and

Secretary's Letter dated 25th February, 1958.

Ascertained from Chief Engineer and ships Work Book that all previous repairs carried

out to machinery were of a minor nature and all in good working order.

Oil burning arrangements examined under working conditions.

Noted no electrical equipment at present onboard.

Note. Owners Superintendent stated that the windlass had been removed ashore

since last examination owing to it not being required for use during present

operation of the ship. A jib crane worked by a hand operated crab winch had

been installed in place of the windlass on the fore deck. Crane and winch

now examined and found to be suitable as a temporary means for anchoring.

* Circulating pump examined, impeller casing found wasted and holed.

As a temporary repair a cement box was constructed in way of wastage.

(Contd...3...)

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Survey fees ... MBS £20 - 0 - 0

GENERAL EXAMINATION. 20 - 0 - 0

SPECIAL ATTENDANCE FEE. 10 - 0 - 0

Damage fee ...

50% AIR FARE ... 7 - 4 - 0

50% Expenses... ... 1 - 3 - 6

Date when A/c rendered 27th March, 1958.

Rpt. 9a Cont. Sheet

Port of LAGOS.

Continuation of Ship/Mchy. Report No. 1840.

Continuation of Report No.

dated 27TH MARCH, 1958.

on the

on the S.S./M.S. "PARHOW TID" EX. "TAYWOOD TID"

It is recommended that this casing be renewed before the end of August, 1958 (5 month's limit).

Meanwhile it is considered efficient.

In view of the satisfactory General Examination now held it is submitted that the Special Survey be postponed until August, 1958.

Yto



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