

Rpt. 9

Date of writing report

16 May, 1960

Survey held at

New Orleans, Louisiana

Received London

Port

NEW ORLEANS, LOUISIANA

No.

9707

First date

21 March,

Last date

28 March, 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

43288/9

No. in R.B. ~~19583~~ S.S. Name ~~MAX~~ "FAIR RYAN" ex "LOCH RYAN"

Gross tons 9935

Date of build 1943 - 10

Owners Argonaut Shipping & Trading Co. Ltd. Managers -

Port of Registry London

Engines made 1943 By Richardsons, Westgarth

Type 2 steam turbines DR geared to sc shaft.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 WT W.P. 490

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock afloat

Nature of Survey repairs

Was Damage Report issued? - Int. Cert.? Yes

Last Report (For Head Office only)

Hull
+100Ak with fbd.Machinery
+LMC CS 9,57

ss 3,57

M 7,59

docking 8,59

d 8,59

Carrying cargo oil FP above 150°F.

sg 10,58

in midship DT

CL 8,57

steam pipes 2,59

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 Vessel afloat 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

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

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

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING Efficient †

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 nowseen is in safe working condition and eligible in my opinion to remain as classed and it is recommended that the records of +LMC CS 9,57 and MBS 7,59 be retained in the Supplement to the Register Book subject to the main gearing being re-examined by end of September, 1960 also to the kick pipes at No. 2 after port and No. 1 after port winches being renewed by 9/60.

Date of Committee

NEW YORK

MAY 25 1960

Decision

As per subject.

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

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		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			1 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)

Main Engine Reduction Gearing recommended for re-examination in April, 1960, on Cert. issued London 2/60

Reduction Gearing examined found 2" machined off forward helix of port and starboard 2nd reduction pinions, now examined and found efficient, recommended for further examination by end of September 1960.

Starboard Main W.T. Boiler drum safety valve steam cut between seat and casting. Now removed, machined and fitted with steel stainless 1/4" ring between seat and casting - adjusted under steam to 450 lbs. p.s.i. as requested.

The following kick pipes for electric cables to winch controllers renewed 2 on No. 2 after stbd. 1 - No. 3 Ford port. 2 - No. 3 after port, 1 - No. 4 Ford. Stbd. 1- No. 5 after stbd., 2 - No. 6 Ford. Port.

Steel cased cement boxes fitted to kick pipes on No. 2 After Port and No. 1 - After Port.

The Master stated that the vessel was on its way to Far East to be broken up but had been diverted to make two voyages to Cuba.

LEAVE THIS SPACE BLANK

Survey fees

Rprs. \$130.00

Damage fee

Expenses...

11.00

Date when A/c rendered... 1 April, 1960



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