

7 SEP 1961

22 SEP 1961

145709

Rpt. 9

Date of writing report 6.9.61
Survey held at LONDON

Received London
No. of visits 6

Port LONDON
First date 24.8.61

Last date 4.9.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 28301 Name M.V. "RIPPINGHAM GRANGE"
Owners Houlder Line Ltd., Managers Houlder Bros. & Co. Ltd., Gross tons 10364 Date of build 9-1943
Engines made 1943 By Hawthorn Leslie & Co. Ltd., Port of Registry LONDON
No. of Main Engines 2 No. of Screws 2 Type 2 oil eng. 4SA each 8 cy 650 x
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 3 Aux.W.P. 125 lb.
Records of Survey & Special Notations as per Register Book 1400 mm Workshop

	Hull		Machinery	
Surveyed Afloat or in Dry Dock Afloat.	+100A1	8,60	+LMC	CS 9,59
Nature of Survey	SS	9,59	ABS	7,60
Was Damage Report issued? No			TS CL	p & s 9,59
Last Report (For Head Office only)			SPS	9,59

10813 HAM

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

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings No: 10 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

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
E-SUPERHEATERS
TOP & MANOEUVRING VALVES
MAIN ENGINE DRIVEN PUMPS
RANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship as now seen, is in safe working order, and eligible in our opinion to remain as classed with fresh records of CS (with date) when the survey has been completed and ABS 9,61 now, subject to the port main engine crankshaft centre coupling being examined in way of fractures before the end of 8,62 and to the starboard main engines not being used until repaired and subject to any other conditions of class being dealt with as previously recommended, being fit in our opinion to proceed to Hong-Kong via ports of call on the port main engine only, tugs to be available leaving and entering ports.

Have Main Engines been tested working and manoeuvring? Port Good
Decision
WEDNESDAY 11 OCT 1961
As new, subject ABS 9.61

NOTED FOR POSTING

Noted for Header

E. L. Green & B. W. Oxford
Engineer Surveyor to Lloyd's Register of Shipping
FOUNDATION

002790-002797-0050 1/2

If certificate is required state where to be sent.

22 Essential Independent Pumps (Identify by position)

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

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

25 Fresh Water Coolers

26 Lub. Oil Coolers

27 Heaters (state service)

28 Independent Air Compressors, Coolers & Safety Devices

29 Auxiliary

29 Air Receivers & Safety Devices—Main

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

43 Have Evaporator Safety Valves been tested under steam?

42 Evaporators

45 Windlass

46 Fire Extinguishing Arrangements

44 Steering Machinery

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

PROPULSION

PORT

STARBOARD

AUXILIARY EQUIPMENT

a Generators

l 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, ~~CONSEY OF PRESS~~ Centre 28.8.61 Good.

Starboard 30.8.61 Good.

Port 1.9.61 Good.

Superheaters

Port, centre and Starboard Good

Safety Valves

Port, centre and starboard Good.

Mountings, Doors & Fastenings

Port, centre and starboard 125 psig.

Safety Valves Adjusted to

{ Sat.

{ Spt.

Port, centre and starboard Good

Boiler Securing Arrangements

Exhaust Gas Heated Economisers

Main Economisers

Steam Generator Safety Valves Adjusted to

Steam Heated Steam Generators

Forced Circulating Pumps

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes.

Funnel Efficient.

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

EXAMINATION & TESTING OF STEAM PIPES (State material)

Auxiliary (over 3 in. bore)

Main

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

Were Copper Pipes annealed?

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)

Subsequent to the Owners request that the ship proceed to Hong-Kong, on the port main engine only (for previous details see Southampton Surveyors Report No: 27026) the following work was carried out.

NOW DONE: For wear and tear repairs to port main engine. All exhaust valves changed with ship's spares. Nos: 6 & 8 piston cooling stand-pipes (reported leaking) replaced with ship's spares. No: 4 unit, one broken piston palm bolt renewed and remainder checked. No: 10 main bearing of crankshaft renewed with spare and crankshaft deflections verified throughout. On completion of all repairs port main engine tested working and manoeuvring and found satisfactory. Steering gear also tested and found satisfactory.

CONDITION OF CLASS: See Cardiff Surveyors Report No: 61223 quote: "subject to the port main engine crankshaft centre coupling being examined in way of fractures by 8.61 (12 months limit). Above coupling now examined in way of fractures and found to continue efficient. It is recommended that this coupling be examined before the end of 8.62. Owners advised.

Survey fees ... £21. 0. 0.

Sp. attendance ... £4. 4. 0.

CS & Repairs ... £18. 18. 0.

Expenses... 18. 0.

Date when A/c rendered 19 SEP 1961

Rpt. 9a

Port of LONDON.

Continuation of Report No. 145709 dated

22 SEP 1961

on the

M.V. "RIPPINGHAM GRANGE", cont/d.

Starboard Main Engine:

For previous details regarding failure of lub. oil supply see Southampton Surveyors Report No: 27026.

The starboard engine has now been securely locked by means of channel bar sections fixed to opposite coupling bolts of the aftermost intermediate shaft coupling and rigidly bracketed to an adjacent shell frame.

The foregoing arrangements are considered efficient meantime and it is recommended that the class be continued subject to the port main engine crankshaft centre coupling being examined in way of fractures before the end of 8.62, and to the starboard main engine not being used until repaired and subject to any other conditions of class being dealt with as previously recommended, being fit in our opinion to proceed to Hong-Kong via ports of call on the port main engine only, tugs to be available leaving and entering ports.

E.L. Green. B.W. Oxford.

Surveyors to Lloyd's Register

of Shipping.

E.L. GREEN, and B.W. OXFORD.

LEAVE THIS SPACE BLANK