

Rpt. 9

Date of writing report 21st September, 1956. Received London  
Survey held at Hong Kong. No. of visits 6

Port Hong Kong. No. 13226.  
First date 20th July, Last date 18th Aug., 1956.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 67432 S.S. "LANDSPRIDE" Gross tons 5439. Date of build 9-1939.  
Owners Landsdowne & Co., Ltd. Managers Wheelock, Marden & Co., Ltd Port of Registry Hong Kong.  
Engines made 1939. By Cen. Mar. Eng. Wks. Hpl. Type  
No. of Main Engines 1. No. of Screws 1.  
No. of Main Boilers 2 SB W.P. 200 lb. Spt.  
No. of Aux. Boilers 1. W.P. 200 lbs. Spt.  
Surveyed Afloat or in Dry Dock Both.  
Nature of Survey LMC MS, BS, TS. & OF Conv.  
Was Damage Report issued? - Int. Cert.? Yes.  
Last Report (For Head Office only)

Hull		Machinery	
+100A1	1,55	+LMC	7,51
ssShl.	3,52	BS	1,55
		TS CL	1,54

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 1/8" Oil Glands Good. Sea Connections Good.  
Fastenings Good. Has Screwshaft/Tubeshaft been drawn? Yes. Date of Examination 11.8.56. Has Shaft been changed? No.  
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -  
MAIN ENGINES (Recip. Steam or L.C.) PORT STARBOARD  
1 Cyls., Covers, Pistons & Rods Good.  
2 Valves & Gears Good.  
3 Connecting Rods, Top Ends & Guides Good.  
4 Crankpins & Bearings Good.  
5 Journals & Bearings 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  
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  
23 THRUST BLOCKS, SHAFTS & BEARINGS Good.  
24 INTERMEDIATE SHAFTS & BEARINGS Good.  
25 HOLDING DOWN BOLTS & CHOCKS Good.  
26 CONDENSERS (MAIN & AUX.) Good (tested).  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS  
29 STOP & MANOEUVRING VALVES Good.  
30 MAIN ENGINE DRIVEN PUMPS Good.  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

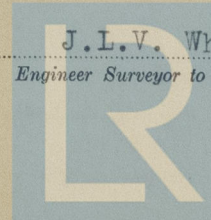
Have Main Engines been tested working and manoeuvring? No.  
OPINION OF MACHINERY AND RECOMMENDATIONS The boilers and machinery of this ship, so far as now seen, are in an efficient condition and eligible, in my opinion, to remain as classed with record of TS CL 8,56, B.S. 1,56, & +LMC MS 8,56, with the additional notation "fitted for oil fuel 8,56, F.P. above 150°F."

Date of Committee THURSDAY 8 - NOV 1956  
Decision +LMC MS 8,56  
58,56 BS 1,56

30m, 5,54. T. Fitted for oil fuel 8,56 F.P. above 150°F

Noted for Header

J.L.V. Whittle.  
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

CERTIFICATE WRITTEN

002816-002824-0334

If certificate is required state where to be sent



32 Essential Independent Pumps (Identify by position). Feed pumps, forward and aft; G.S. pump; Ballast pump; O.F. transfer pump (new); O.F. pressure pumps, forward and aft, (new); - All Good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls. Good.

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

35 Fresh Water Coolers. ~~XXXXXXXXXX~~ 36 ~~XXXXXXXXXX~~ 37 ~~XXXXXXXXXX~~

38 Independent Air Compressors, Coolers & Safety Devices. ~~XXXXXXXXXX~~ 39 ~~XXXXXXXXXX~~ 40 Auxiliary.

41 Oil Fuel Tanks (Not forming part of hull structure). P & S settling tanks new.

42 Evaporators. 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery. Good. 45 Windlass. 46 Fire Extinguishing Arrangements.

AUXILIARY ENGINES (Identify by position). Inboard and outboard dynamo engines.  
Fan engine.  
All good.

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors Good.
b Exciters			m Motors
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 <del>XXXXXXXXXX</del>
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 or PRESS

Superheaters  
Safety Valves  
Mountings, Doors & Fastenings  
Safety Valves Adjusted to (Sat. 200 lbs. per sq. inch.  
Spt. 200 lbs. per sq. inch.)  
Boiler Securing Arrangements  
Main Economisers  
Steam Heated Steam Generator  
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes.  
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? No. Funnel Good.

EXAMINATION & TESTING OF STEAM PIPES (State material)  
Main Auxiliary (over 3 in. bore)  
Were Copper Pipes 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 subject to wear and tear)  
Repairs (Wear & Tear) :-

All top-end pins machined true and bearings and shoes remetalled.  
M.P. inlet valve seat renewed.  
A number of M.E. holding down bolts hardened up and six renewed.

Auxiliary condenser - Inboard door renewed.  
Fan engine - Cylinder bored out, new piston and rings, and piston valve fitted.  
outboard dynamo engine - piston rod, piston valve and spindle renewed.  
General Service Pump - both bucket rods renewed.

Now Done for Oil Fuel Conversion (Forced Draught) :-  
The vessel has been converted at this time to oil fuel burning, in accordance with, or equivalent to plans approved 15.1.53. for S.S. "KINGSFORD", now renamed "LANDSPRIDE".

(Contd. next page).

Survey fees MS \$864.00  
TS 120.00  
Elect. 192.00  
OF. Conv. 600.00  
Damage fee  
Expenses... \$14.00  
Date when A/c rendered 31st August, 1956.

Rpt. 9a.

Port of Hong Kong.

Sheet 2.

Continuation of Report No. 13226. dated 31st August, 1956, on the

Machinery of the S.S. "LANDSPRIDE"

Oil Fuel Conversion (Contd.)

Oil fuel is carried in the following double bottom tanks :-

No.1 (common), 2 p & s, 3 p & s, 6 p & s, & No.7 (common).

No.4 p & s D.B. tank formerly for fresh water is now used as a dry tank, with suctions reconnected to bilge line.

Separate settling tanks, one port and one starboard, have been efficiently constructed, from plans approved 15.11.52. for S.S. "PRECILA", and fitted in former side bunkers. Oil tight bilges are arranged in way of these settling tanks. Spring loaded selfclosing drain cocks fitted to both tanks.

Overflow arranged from settling tanks to No.3 p & s D.B. tank, through well lighted sight-glasses. Extended spindles, with brass nameplates, fitted to settling tank high and low suction valves, transfer pump, fuel unit and steam smothering, all operated from upper deck. The oil fuel unit, consisting of two fuel heaters and two pressure pumps (Todds), fitted in the starboard side bunker space. Pumps marked :- "Lloyd's Test 500 lbs. RMC 9.12.55. 290401 (forward pump) and 8.12.55. 290402 (aft pump)."

Heaters :- "Lloyd's Test 13.4.56. E.M.S."

Transfer pump, steam driven, also fitted in the starboard side bunker space, and marked :- "Lloyd's Test 3.8.55. R.M.C. 288930".

The existing forced draught fan and engine have been retained.

Fire-extinguishing arrangements to Rule requirements, with galvanised steam smothering pipes led below the oil fuel pumps and boilers, and clear of tank top.

Tank top in stokehold well illuminated, and no hot oil pipes are led below platform. All pressure and suction fuel lines tested to Rule and found tight. All double-bottom oil fuel suctions led through direct change-over chests between transfer and ballast pumps.

Drip trays fitted under furnace mouths, and quick-closing valve boiler fronts.

Hand apparatus supplied for lighting up from cold.

No lead piping in machinery spaces, or funnel damper, and no connections between boiler feed water, ballast, or bilge lines.

Steam heating coils in settling tanks and double bottom tanks tested to Rule, with their drains led to observation tank.

Hamworthy Fire pump fitted in after peak space, with sea suction valve (hyd. tested to 100 lbs. per sq. inch.) fitted in tunnel recess, S.S.

Upon completion, the installation was examined under working conditions, the three boilers, examined with their safety valves, under accumulation test, and all found in order.

Interim Certificate issued as per copy attached.

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