

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

145709
No. 4.9.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 28301 Name M.V. "RIPPIINGHAM 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. -

Records of Survey & Special Notations as per Register Book 1400 mm Workshop

No. of Aux./Donkey Boilers 3 Aux. W.P. 125 lb.

Surveyed Afloat or in Dry Dock Afloat.

Nature of Survey ABS, Adv. of CS, Repairs &

Was Damage Report issued? No Int. Cert. Yes Cond. of class.

Last Report (For Head Office only)

10813

HART

Hull	Machinery
+100A1	+LMC
SS	CS
8,60	9,59
9,59	ABS
	7,60
	TS CL
	p & s
	9,59
	SPS
	9,59

The condition of any of the following items is to be described as "good" or "fair" 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.)

TEAM 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 crank-

shaft 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

Ang-Kong via ports of call on the port main engine only, tugs to be available leaving and

entering ports.

Decision

WEDNESDAY 11 OCT 1961

As new, subject

ABS 9,61

NOTED FOR POSTING

Used for Header

Engine Surveyor to Lloyd's Register of Shipping

E.L. GREEN & B.W. OXFORD

002790-002797-0050 1/2

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 Auxiliary

39 Air Receivers & Safety Devices—Main

40 Oil Fuel Tanks (Not forming part of hull structure) 41 Have Evaporator Safety Valves been tested under steam?

42 Evaporators 43 Windlass 44 Fire Extinguishing Arrangements

44 Steering Machinery

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT
PROPULSION PORT STARBOARD AUXILIARY EQUIPMENT

a Generators
b Exciters
c Air Coolers
d Motors
e Air Coolers
f Control Gear, Cables, etc.
g Insulation Resistance
h Insulating Oil Test
i Overspeed Governors
j Magnetic Couplings
k Air Gap

l Generators & Governors
m Motors
n Switchboards & Fittings
o Circuit Breakers
p Cables
q Insulation Resistance
r Steering Gear Generators and Motors
s Navigation Light Indicators

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

MAIN
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat.
Spt.
Boiler Securing Arrangements
Main Economisers
Steam Heated Steam Generators
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?

AUXILIARY, DONKEY & EXPRESS
Centre 28.8.61 Good.
Starboard 30.8.61 Good.
Port 1.9.61 Good.
Port, centre and Starboard Good
Port, centre and starboard Good.
Port, centre and starboard 125 psig.
Port, centre and starboard Good
Exhaust Gas Heated Economisers

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)
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
ABS. £21. 0. 0.
Sp. attendance £4. 4. 0.
CS & Repairs £18. 18. 0.
Damage fee
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. "RIPFINGHAM 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.

© 2020
Lloyd's Register
Foundation