

Rpt. 9

Date of writing report 10-9-60
Survey held at SINGAPORE.

Received London
No. of visits 6

Port SINGAPORE
First date 23-8-60

No. 14213
Last date 6-9-60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 18985 S.S. "LANGTON GRANGE" N.N. YES, MA
Owners HOULDER LINE LTD. Managers HOULDER BROS & CO. LTD. Gross tons 7071 Date of build 12-1942
Engines made 12-1942 By D. ROWAN & CO. LTD. Type T 3 Cy. Port of Registry LONDON.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 SB W.P. 220 lb Spt.
No. of Aux./Donkey Boilers 1 AUX SB W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Eng Repair.
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only) 496 V&M

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100AL with fbd.	+IMC 1/55
	MBS 1/59
Dkg. 1/60	ABS 1/59
SS. 1/56	TSCL 7/59
	SPS 1/56
OF.	

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 ~~XXX~~)

PORT

XSTARBOARD

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

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 & MANCEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this vessel, so far as now seen is eligible in my opinion to remain as classed without fresh record of survey.

Date of Committee
Decision

TUESDAY 11 OCT 1960

Deferred - await further information

50m, 4.59 T. (MADE AND PRINTED IN ENGLAND)

Noted for Header

© 2021
Lloyd's Register
Foundation

003971-003979-0049

If certificate is required state where to be sent

- 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).....

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l 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
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	AUXILIARY, DONKEY or PRESS
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Safety Valves Adjusted to { Sat. Spt.	
Boiler Securing Arrangements	Exhaust Gas Heated Economisers
Main 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)

Attended on board at Owners Agents request on account of defective Main Engine Main bearings. Interim Certificate issued at Visagapatam on 12th Aug. 1960 stated that vessels class was subject to the main engine, main bearings being specially examined and dealt with as necessary at Singapore - The vessels speed not to exceed 45 RPM meantime.

The Owners Representative stated that the vessel was proceeding to Hong Kong to be scrapped.

NOW DONE:-

Main engine crankshaft lifted, the main bearings cleared up and oil grooves re-cut and the crankshaft re-aligned by fitting liners under the main bearing lower halves.

Satisfactory engine trial held on completion and it is therefore submitted that this vessel may complete her voyage to Hong Kong without speed restriction.

LEAVE THIS SPACE BLANK

Survey fees Eng. Repair \$400

Damage fee

Expenses

Late Fee

Launch Hire

Date when A/c rendered

\$ 60

\$ 10.

© 2021

Lloyd's Register
Foundation