

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

MAY 1948

Date of writing Report..... 17. 5. 1948 When handed in at Local Office..... 17. 5. 1948 Port of Glasgow  
 No. in Survey held at Glasgow Date. First Survey 9. 1. 48 Last Survey 28. 4. 48  
 e.g. Book. (No. of Visits) 17

18039 on the Machinery of the Wood, Iron or Steel S.S. "LANGTON GRANGE"

Gross tonnage	4043	Vessel built at	Port Glasgow	By whom	Lithgows Ltd	When	1942 12
Net	4909	Engines made at	Glasgow	By whom	D. Rowan & Co Ltd	When	1942
Nominal Horse Power	558 M.H.P.	Boilers, when made (Main)	1942	(Donkey)			
No. of Main Boilers	283 + 1 aux SB	Owners	Houlder Line Ltd	Owners' Address			
No. of Donkey Boilers		Managers	Houlder Bros & Co Ltd	(if not already recorded in Appendix to Register Book.)			
Steam Pressure in Main Boilers	220 lbs	If Surveyed Afloat or in Dry Dock	Both: London No. 2 Dry Dock	Port	London	Voyage	
in Donkey Boilers		(State name of Dock.)	Afflat. Queens + Princes Dock + Yorkhill Quay				

1st Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) fuel burning + conversion to oil

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom?

Does the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Does the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Does the Surveyor personally go inside each Safety Valve of the Main Boilers? Yes

Does the Surveyor personally go inside each Safety Valve of the Donkey Boilers? Yes

Does the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

Does the Surveyor examine the drain plugs of the Main Boilers? Yes

Does the Surveyor examine all the mountings of the Main Boilers? Yes

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 2-4-48 State the wear down in the

Stern bush rewooded Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done? Complete

IV DONE

LOCKING: Vessel placed in dry dock propeller, screw shaft (drawn) stern bush, under water fastenings valves + sea cocks examined + found or placed in satisfactory condition

REPAIRS: Stern bush rewooded + screw shaft refitted, new rubber ring fitted. A new solid bronze + bladed propeller was fitted at this time. Details of propeller R.I.H. MB+B CO BR PATS LLOYD'S PITCH 12-20/15-24

2135	BIRKENHEAD	412951	6.A.B	Surface 110 ft
PMB.	SCIMITAR	459225	9-1-48	Dia 18.25 ft.
T - C - Q - Br.				
7 - 16 - 3 - 4				

I.S. The following machinery parts examined + found or placed in good condition

Main engine H.P. M.P. + L.P. cylinders, pistons, valves + valve casings, crankshaft throughout, thrust block + shaft, intermediate shafting + bearings. Main engine driven, bilge air + sanitary pumps, the main + auxiliary condensers + evaporator. The fan engine + the three steam generator engines in their entirety. The main circulating pump, 2 water feed pumps, ballast pump, auxiliary circulating pump

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now seen is in safe +

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11 + LMC 9.11 or + LMC 140 lb., FD, &c.) CS 3.34,

Sufficient condition + eligible in our opinion to remain as classed with fresh record of + LMC 4.48 + notations SCL 4.48. + Fitted for oil fuel 4.48 F.P. above 150° F. Boilers fitted for superheat

Survey Fee (per Section 29).....	+ LMC	£ 32 : 0 : 0	Fees applied for	18 MAY 1948
O.F.C.		£ 35 : 0 : 0		
Damage or Repair Fee (if any) (per Section 29) Elect. Survey	TS	£ 3 : 0 : 0		
Rebates		£ 8 : 0 : 0		
Velling expenses (if chargeable)		£ 8 : 8 : 0	Received by me,	

Committee's Minute GLASGOW 18 MAY 1948 HC

signed -/- Since 4.48 Spt.

Fitted for oil fuel 4.48 F.P. above 150° F

S 4.68

CERTIFICATE WRITTEN.

J. Blyray J. Wilson J. Haffner  
Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

## S.S. "LANGTON GRANGE"

MS. general service pump &amp; pumping arrangements.

**REPAIRS:** New Lockwood & Carlisle piston rings & piston valve rings fitted to HP piston & valve. New United States metallic packing fitted to HP piston rod. H.P. MP & LP valve spindles machined & new United States metallic packing fitted. At owners initiative a new LP piston rod was fitted at this time. New bronze rams now fitted to main engine driven bilge & sanitary pumps & new head valves fitted to air pumps.

Main circulating pump:- Impeller shaft renewed & new Lockwood & Carlisle piston ring fitted.

Ballast pump:- Slide valves & valve chest machined, bucket rods machined & new neck bushes fitted & glands rebushed, new bucket rings fitted, new suction & delivery valves fitted.

Feed pumps:- New Lockwood & Carlisle piston rings & bucket rings fitted.

Auxiliary circulating pump:- Piston & bucket rods machined, new neck bushes fitted & glands rebushed, new Lockwood & Carlisle piston rings & new bucket rings fitted.

General Service pump:- Piston & bucket rings renewed.

Lockwood & Carlisle piston rings were also fitted at this time to the fan engine & the three steam generator engines.

**STEERING GEAR:-** The steering gear steam engine examined in its entirety & found in good condition.

**WINDLASS:-** The windlass examined in its entirety & found in good condition.

**B.S.** The port, centre & starboard boilers examined internally & externally with mountings fastenings & safety valves & found or placed in good condition. The safety valves of all boilers were adjusted under steam.

**REPAIRS:-** Port Boiler:- Scum & blow down valves, seats & valve lids machined.

Centre Boiler:- Auxiliary stop valve seat renewed.

**CONVERSION FROM COAL TO OIL FUEL BURNING.**

A Wallsend Slipway Engineering Co. Ltd. Duplex pumping & heating unit No. O.B. 9145 & a Weirs Oil Fuel transfer pump No. 211012 now installed in the stokehold. All furnace fronts renewed, no funnel damper fitted. No. 3 A double bottom tank fitted for carrying oil fuel, coal bunker forward of stokehold subdivided & converted into port & starboard sleep tanks.

Solid drawn steel oil fuel heating coils fitted to all tanks & hydraulically tested in place to 440 lbs/ft<sup>2</sup>. all heating coil drains return to an observation tank. The feed pumps & fresh water tanks are isolated from fuel, bilge & ballast connections. No wood bearers or lead pipes fitted. Oil gutterways fitted in way of oil tanks & provision for drainage arranged.

Oil fuel discharge pipes & fittings hydraulically tested to 400 lbs/ft<sup>2</sup>. suction & filling lines tested to 100 lbs/ft<sup>2</sup>. Steam fire extinguishing pipes fitted under boiler. Foam fire extinguishing apparatus fitted to convenient positions in stokehold & engine room. All fittings & pipes were installed & tested in accordance with approved plans & to the Society's Rules & Requirements. Approved plans herewith attached. Heating coil returns, steam smothering, unit controls & quick shut off valves tried & found satisfactory. A Victor oily water separator manufactured by Ferguson & Simpson No. 415 was installed in the port tween deck.

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Port of Glasgow

Continuation of Report No. 72831 dated

17.5.48

on the

## S.S. "LANGTON GRANGE"

## CONVERSION TO SUPERHEATED STEAM.

The Superheat Co Ltd, Manchester, superheaters have now been installed in all the boilers of this vessel & new steam pipes fitted in accordance with the approved plans & the Society's Rules & Requirements.

Approved plans herewith attached.

On completion of repairs & conversion all machinery & boilers were tried under working conditions & found satisfactory.

H.Bly.

ELECTRICAL EQUIPMENT:- A special survey of the electrical equipment carried out. The following repairs were effected:- Generators, motors, Main switchboard, and control gear overhauled; all cables renewed; section and fuse boxes overhauled or renewed as found necessary.

On completion of repairs, all circuits examined, I.R. tests taken, generators and circuit-breakers tested under full working load and installation been under full working conditions. All found satisfactory.

SJ.

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