

25 MAY 1961

144974

Rpt. 9

Date of writing report 13th May, 1961

Received London

Port Ipswich

No.

Survey held at River Blackwater

No. of visits two

First date 11.5.61

Last date 13.5.61

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 68868 Name M.V. "LAGANFIELD" Gross tons 8196 Date of build 12.1950

Owners Field Tank S.S. Co. Limited Managers Hunting & Sons Ltd., Port of Registry Newcastle

Engines made 1950 By Harland & Wolff Ltd., Belfast Type Oil Engine 4SA.6 cyl. B&W

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of ~~XX~~ Donkey Boilers 2 W.P. 150lb/sq.in. 100 Al. Oil Tanker LMC. CS. 10.59

Surveyed Afloat or in Dry Dock afloat S.S. 5.55 DBS. 9.59

Nature of Survey Commencement DBS. & Machy Trial D.S. 10.59 TS. CL. 9.59

Was Damage Report issued? NO Int. Cert.? yes Sps. 9.59

Last Report (For Head Office only)

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

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

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

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship is eligible in my

opinion to remain as now classed in the Register Book, with fresh record of DBS. 5.61.

when the Port Boiler has been examined and its safety valves adjusted, subject to

any outstanding conditions of class being dealt with as previously recommended; and to

the ship proceeding direct to the Tyne for dry docking and other outstanding surveys.

MONDAY 24 JUL 1961

Date of Committee

Decision

See Nuc 117985

40m3.58 T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

J. Porteous

012370-012376-0214



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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT, AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and various auxiliary equipment items.

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
Boiler Securing Arrangements
Main Economisers
Steam Heated Steam Generators
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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)

This ship was visited afloat at her lay up berth in the River Blackwater at the request of the Owners Representative in order to carry out essential surveys prior to the ship sailing to the Tyne for dry docking and completion of D.B.S.
Now Done:- Starboard boiler examined throughout, and its safety valves adjusted under steam.
All main and auxiliary machinery together with pumping arrangements examined and tested under working conditions and found to operate satisfactorily.
The machinery of this ship as now seen is considered satisfactory for the proposed voyage to the Tyne for dry docking.
To complete the D.B.S. the Port Boiler remains to be examined throughout and its safety valves adjusted.
Interim certificate placed on board, copy attached.
Newcastle Surveyors advised.

LEAVE THIS SPACE BLANK

Survey fees Part DBS £8.0.0
Machinery Trial £10.10.0

Damage fee
Expenses £2.0.0

Date when A/c rendered 17 MAY 1961

