

Rpt. 9

Date of writing report 7-6-55

Received London

Port ANTWERP

No. 30263

Survey held at ANTWERP

No. of visits 170

First date 8-3-55

Last date 8-5-55

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 75141 Name M.V. ^{83.} "RINGDALL"

Owners Ringdall Rederi A/S

Managers Olav Ringdall

Gross tons 9640 Date of build 1935 8

Engines made 1935 By Aht. Burmeister & Wain

Port of Registry Oslo Type 4SCSA (B.W. Turb. Lister)

No. of Main Engines 2 No. of Screws 2

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P.

No. of Aux./Donkey Boilers 2 W.P. 160/41/-

Surveyed Afloat or in Dry Dock Dry Dock

Nature of Survey C.S. 2B.8 Range. 1/2

Was Damage Report issued Int. Cert.?

Last Report (For Head Office only)

Hull	Machinery
+100 A1	+LME CB 3.53
9.54	2B.8 9.54
Re-clared 4.50	15 CL P 3.53
22 Kel 4.53	S 3.53
Carrying Petroleum in Bulk.	

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 P-8 3 1/2 Oil Glands - Sea Connections Good

Fastenings Good Has Screwshaft/Tubeshaft been drawn? No 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 all good

all good

2 Valves & Gears all good

all good

3 Connecting Rods, Top Ends & Guides Side all good

all good

4 Crankpins & Bearings Side all good

all good

5 Journals & Bearings Centre all good

all 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

6 SCAVENGE BLOWERS good

good

7 SUPERCHARGERS

MAIN TURBINES

8 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 good

26 CONDENSERS (MAIN & AUX.) good

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS bilge good

bilge good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this vessel is for as now seen is in good condition and in my opinion is eligible to be retained as at present classed with fresh records of LME-CB (will date) when the survey has been completed and 2B.8 5.55 (now) without special condition.

FRIDAY 1 JUL 1955

Date of Committee

Decision

30m, 5.54. T.

Engine Surveyor to Lloyd's Register of Shipping

32 Essential Independent Pumps (Identify by position) Gen. S.W. circ pump. Good. P.S. No. 6 S.W. circ. good. P.S. Lub. oil good. 7.9 fuel good. Air pump and condenser circ good. P.S. m.b. fuel good.

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 P.S. good (tested) 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 good

45 Windlass good

46 Fire Extinguishing Arrangements good

AUXILIARY ENGINES (Identify by position) P.S. diesel generator + Aux Steam generator good

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			
b Exciters			1 Generators & Governors good
c Air Coolers			
d Motors			m Motors good
e Air Coolers			
f Control Gear, Cables, etc.			n Switchboards & Fittings good
g Insulation Resistance			o Circuit Breakers good
h Insulating Oil Test			p Cables good
i Overspeed Governors			q Insulation Resistance good
j Magnetic Couplings			r Steering Gear Generators and Motors good
k Air Gap			s Navigation Light Indicators good

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

MAIN

AUXILIARY, DONKEY or PRESS. Standard 31-3-55 good P.S. 8-4-55 good. (Pitting satisfactory)

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes

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)

how done for Damage stated to have been caused by heavy weather on various dates between 26-4-53 & 25-1-55. The P.S. Stand main engine except for the crankshafts and crankshafts was removed from the vessel and completely overhauled in the workshops. All columns were machined on the top and bottom faces where worn uneven, and correctly re-aligned in place. The following parts were renewed on account of slight cracks and wear P.S. 8. All cyl. covers and liners except No 2 cover and No 3 liner, Nos 1, 4 & 7 pistons, Crankshafts and blower drive shaft gear wheels, several camshaft bearings were retapped and camshaft re-aligned. S.P. 6 No 2 cyl. liner and cover, Nos 1, 4, 6 liners, camshaft and blower drive shaft gear wheels, several camshaft bearings re-metalled and camshaft re-aligned. The Stand No 8 main bearing girders between Nos 5 & 6 cyls was found cracked: two substantial steel plates were bedded and bolted with through bolts to the fore & aft faces of the girders. All elec. motors and generators overhauled. All elec. wiring for armature & aft junction box renewed. A number of other minor repairs were carried out satisfactorily.

Condition of Class Nos 1, 5 & 6 P.S. 8 cyls have now been renewed and it is recommended that this item be deleted.

Survey fees C.S. Fr. 6000,-

D.B.S. Fr. 2000,-

Electr. Fr. 3780,-

Damage fee Fr. 10,000,-

Expenses... Travell. Fr. 2,000,-

Spec. att. Fr. 1,100,-

Date when A/c rendered

15/6/55

Lloyd's Register Foundation