

WRECK  
SECTION

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SECTION  
No

-1. NOV. 1961

Rpt. 9.

Date of writing report 30.10.61.

Received London

Port Southampton

No. 2778

Survey held at Southampton

No. of visits 2

First date 27.10.61.

Last date 27.10.61.

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 07192 Name S.S. "CLAN KEITH" Gross tonnage 7129 Date of build 6.1942

Owners The Clan Line Steamers Ltd., Managers Cayzer, Irvine & Co. Ltd., Port of Registry Glasgow

Engines made 1942 By General Machg. Corp. Type

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 3 SB W.P. 220lb. Spt.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Eng. Repairs.

Was Damage Report issued? No. Int. Cert.? Yes.

Last Report (For Head Office only)

Hull	Machinery
100 Al with freeboard	LMC
S.S. 2.59	ES 2.59
D.S. 1.61	MBS 1.61
	CL 1.61
	SPS 2.60
DTta - vegetable oil	

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.....

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 & MANOEUVRING VALVES.....

30 MAIN ENGINE DRIVEN PUMPS.....

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES.....

Have Main Engines been tested working and manoeuvring?

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

Date of Committee

WEDNESDAY 15 NOV 1961

Decision

55 10.61, subject (4)

Noted  
for  
Header



9. 27178.
- 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) .....

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

Valves Adjusted to { Sat. ....

{ Spt. ....

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? ..... 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 request on account of slack bolts in the tail shaft and adjacent intermediate shaft coupling. The slack bolts were first noticed by the engineers on the 26th October, 1961, whilst on voyage from Rotterdam to Fawley. Upon examination it was found that one coupling bolt had broken and the remainder were slack.

Now Done:-

Bolt holes reamed out and new bolts fitted. Tested and approved materials used.

LEAVE THIS SPACE BLANK

Survey fees ... £5..5..0.

Damage fee ...

Expenses... 4s.6.

Date when A/c rendered 31/10/61

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