

Rpt. 9

Date of writing report 23/2/59  
Survey held at Calcutta

Received London  
No. of visits Five

Port Calcutta No. 18705  
First date 7/2/59 Last Date 19/2/59

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R. B. 56928 S.S. "CLAN CAMERON" Gross tons 7239 Date of build 1937-2  
Owners The Clan Line Steamers Ltd. Managers Cayzer, Irvine & Co. Ltd. Port of Registry Glasgow  
Engines made Grk By J. G. Kincaid & Co. Ltd. Type T 6 Cy & LP turbines with DR  
No. of Main Engines 2 No. of Screws 2 Records of Survey & Special Notations as per Register Book gearing & hydraulic coupling  
No. of Main Boilers 5 SB W.P. 220 lb Spt  
No. of Aux/Donkey Boilers - W.P. -  
Surveyed Afloat or in dry Dock Afloat  
Nature of Survey Repairs to Port Circ. Pump.  
Was Damage Report issued? Yes Int. Cert? Yes  
Last Report (For Head Office only) 89397 - gls.

Hull	Machinery
+100 A1	+LMC - 8/55
with freeboard	M - 6/58
11/58	CL p - 6/56
SS. Gls. 7/56	s - 1/57
	SPS - 8/57

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, { Side \_\_\_\_\_  
Top Ends & Guides { Centre \_\_\_\_\_  
4 Crankpins & { Side \_\_\_\_\_  
Bearings { 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 SHAFT & BEARINGS \_\_\_\_\_  
25 HOLDING DOWN BOLTS & CHOCKS \_\_\_\_\_  
26 CONDENSERS (MAIN & AUX.) \_\_\_\_\_  
27 STEAM RE-HEATERS \_\_\_\_\_  
28 DE-SUPERHEATERS \_\_\_\_\_  
29 STOP & MANŒUVRING VALVES \_\_\_\_\_  
30 MAIN ENGINE DRIVEN PUMPS \_\_\_\_\_  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES \_\_\_\_\_ Have Main Engines been tested working and manœuvring? \_\_\_\_\_

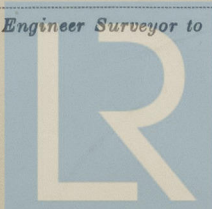
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in efficient condition and eligible to remain as classed without fresh record of survey subject to any outstanding conditions of class being dealt with as previously recommended.

Date of Committee As now

Decision \_\_\_\_\_

Noted  
for  
Header

A. R. Morton  
A. R. MORTON.  
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register  
Foundation

002978-002988-0054



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*).....  
.....  
.....

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

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 .....  
Main Economisers ..... Exhaust Gas Heated Economisers .....  
Steam Heated Steam Generators ..... Steam Generators 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*)

Now done for Permanent Damage Repairs:-

Attended at the request of the Owner's representative on account of damage stated sustained due to the port main circulating pump running in sandy water while lying port side to the bank in the Suez Canal on 3rd January 1959.

Found:- The impeller shaft badly grooved in way of the bearings. Forward and after bearings grooved and worn down. Impeller clearance rings worn.

Now done:- Impeller fitted on to spare impeller shaft. Impeller forward and after clearance rings renewed. Bottom casing clearance rings renewed. Forward and after bottom half bearings renewed and top halves remetalled. Impeller shaft lined up to forward and after circulating pump engines.

On completion the pump was examined working and considered satisfactory.

*It is understood that this vessel has been sold for breaking up in Hong Kong and is now proceeding to that port.*

LEAVE THIS SPACE BLANK

*See Surveyor reports some damage repairs effected to the port main circulating pump.*

*It is submitted that this vessel is eligible to remain as CLASSED.*

*11/3/59*

Survey fees Damage Repairs to) Rs. 300/-  
Port Circulating Pump.)

Damage fees ...  
Expenses... Rs. 24/-

Date when A/c rendered 27 - 2 - 59