

Rpt. 9

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

Received London Five
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 Name 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)

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

89397 - gls.

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 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 TUESDAY 7 MAR 1959

Decision As now

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

Noted for Header



Lloyd's Register Foundation

002978-002988-0054

110 MAR 1959

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

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

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

Damage fees

Expenses... Rs. 24/-

Date when A/c rendered 27 - 2 - 59

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
[Signature]