

Rpt. 9

WRECK  
SECTION

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Date of writing report 11-3-59 No. 8272  
Survey held at Durban No. of visits 3  
First date 7-3-59 Last date 10-3-59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 56934 Name S.S. "CLAN FORBES" Gross tons 7703 Date of build. 1938-12  
Owners The Clan Line Steamers Ltd. Managers Cayzer, Irvine & Co. Ltd. Port of Registry Glasgow  
Engines made 1938 By J. G. Kincaid & Co. Ltd. Type T 6Cy. & LP turbines with DR gearing & hydraulic couplings  
No. of Main Engines 2 No. of Screws 2  
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  
Was Damage Report issued? No Int. Cert? Yes  
Last Report (For Head Office only)

Hull	Machinery
+100 Al with freeboard	+LMC 2,55
4,58	MBS M 11,57
SS Gls 7,55	TS CL p 11,57
	s 10,56
	SPS 7,55

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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

16 Casings, Rotors, Blading, Bearings & Thrusts  
17 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
18 STEAM COMPRESSORS  
19 CLUTCHES & HYDRAULIC COUPLINGS  
20 REDUCTION GEARING  
21 THRUST BLOCKS, SHAFTS & BEARINGS  
22 INTERMEDIATE SHAFTS & BEARINGS  
23 HOLDING DOWN BOLTS & CHOCKS  
24 CONDENSERS (MAIN & AUX.)  
25 STEAM RE-HEATERS  
26 DE-SUPERHEATERS  
27 STOP & MANOEUVRING VALVES  
28 MAIN ENGINE DRIVEN PUMPS  
29 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this ship is in safe working order and eligible in my opinion to remain as classed.

Date of Committee TUESDAY 21 APR 1959  
Decision As usual

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P. Y. Baer's Register  
Engineer Surveyor to Lloyd's Register of Shipping  
Foundation

003006 - 003012 - 0119

33 Essential Independent Pumps (Identify by position)
34 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
35 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
36 Fresh Water Coolers
37 Lub. Oil Coolers
38 Heaters (state service)
39 Independent Air Compressors, Coolers & Safety Devices
40 Air Receivers & Safety Devices—Main
41 Auxiliary
42 Oil Fuel Tanks (Not forming part of hull structure)
43 Evaporators
44 Have Evaporator Safety Valves been tested under steam?
45 Steering Machinery
46 Windlass
47 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

Table with 4 columns: PROPULSION, PORT, STARBOARD, 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 like Generators & Governors, Motors, Switchboards & Fittings, etc.

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 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 at the request of Chief Engineer to examine the forward length of main injection pipe (copper) on port side, which was reported holed.

Pipe sent to shop and after cleaning examined and found wasted adjacent to one seam of pipe. A brazed copper patch 6'- 0" x 10" fitted over seam and on completion of repair pipe tested to 30 lbs and found tight.

Vertical text on left margin: 'It is submitted that this vessel is eligible to remain as CLASSED.' and '14 APR 1959'.

Financial summary section: Survey fees £9. 9. 0., Damage fee, Expenses £0.16. 0., Date when A/c rendered 10/3/59.

