

Rpt. 9.

No. 16966

WRECK SECTION
REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

MAY 1948

Date of writing Report 26th May, 1948 When handed in at Local Office 26th May, 1948 Port of BRISTOL

No. in Survey held at Avonmouth Date. First Survey and Last Survey 25th May, 1948
Reg. Book. 21743 on the Machinery of the ~~Wreck~~ Steel TSc. "CLAN FARQUHAR" (No. of Visits One)

55418
Gross 7958 Vessel built at Belfast By whom Harland & Wolff Ltd. When 1918 11
Tonnage { Net 4897 Engines made at Glasgow By whom do When 1918 11
Nominal 1138 Boilers, when made (Main) 1918 (Donkey) - -
Horse Power 3 Owners The Clan Line Steamers Co. Owners' Address - -
No. of Main Boilers 3 Managers Cayzer Irvine & Co., Ltd. (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Port Glasgow Voyage - -
Steam Pressure -
in Main Boilers 200 If Surveyed Afloat or in Dry Dock Afloat
in Donkey Boilers - (State name of Dock.)

Last Report No. 4974 Port P. Al

Particulars of Examination and Repairs (if any) S.R.L.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. H. 24.5.48.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined - -

Was a damage report made by anyone else? If so, by whom? - -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? - -

" " Donkey " " " " - -

If not, state for what reasons - - What parts of the Boilers could not be thus thoroughly examined? - -

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? - -

State latest date of internal examination of each boiler - -

Present condition of funnel(s) - -

Did the Surveyor examine the Safety Valves of the Main Boilers? - - To what pressure were they afterwards adjusted under steam? - -

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - - To what pressure were they afterwards adjusted under steam? - -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - - and of the Donkey Boilers? - -

Did the Surveyor examine the drain plugs of the Main Boilers? - - and of the Donkey Boilers? - -

Did the Surveyor examine all the mountings of the Main Boilers? - - and of the Donkey Boilers? - -

Has the screw shaft now been drawn and examined? - - Has it a continuous liner? - - Is an approved oil retaining appliance fitted at the after end? - -

Has shaft now been changed? - - If so, state reasons - - Has the shaft now fitted been previously used? - - Has it a continuous liner? - -

Is an approved oil retaining appliance fitted at the after end? - - State date of examination of Screw Shaft - - State the wear down in the stern bush - - Is electric light and/or power fitted? - - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? - -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? - -

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Cylinder to be further examined on the vessel's arrival at Glasgow.

Now Done : Starboard main engine HP cylinder examined externally with lagging removed, patch hammer tested and found as far as could be seen satisfactory.

Stated by Chief Engineer that on the voyage from Durban terminating at this port patch appeared to be rigid and no leakage was apparent.

Vessel is proceeding coastwise to Glasgow and in my opinion the repair is at present satisfactory but it is recommended that a further examination should be made of this part before the commencement of a further voyage.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, as far as now seen, is in

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 2,34,

good condition and eligible in my opinion to remain as now classed, without fresh record, subject to starboard main engine HP cylinder being examined on the vessel's arrival at Glasgow and subject to all other conditions of class as previously recommended.

Survey Fee (per Section 29) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ 4 : 4 : 0 Received by me, 19
(per Section 29.)
Travelling expenses (if chargeable) £ : 6 : 0

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Is a Certificate required? If so, to be sent to

For Glasgow Surveyors

Sent 4/6/48

Lloyd's Register
Foundation