

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

Date of writing Report 6th. Sept. 1949 When handed in at Local Office Sept. 1949 Port of CARDIFF
 No. in Survey held at CARDIFF Date. First Survey 15 June Last Survey 24 Aug. 1949
 Reg. Book 05729 on the Machinery of the Wood, & Co. Steel M.V. "CLAM" (No. of Visits 23)

Gross 7404 Vessel built at Amsterdam By whom Nederl. Schips. Maats. Year. Month. 1927 3
 Net 4283 Engines made at Newcastle By whom Hawthorn Leslie & Co. Ltd. When 1947 10
 Nominal 669 MN Boilers, when made (Main) (Donkey) 1927
 No. of Main Boilers 2 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address Port London
 No. of Donkey Boilers 2 Managers (If not already recorded in Appendix to Register Book)
 Steam Pressure in Main Boilers 180lbs. If Surveyed Afloat in Dry Dock Mount Stuart Dry Dock & Roath Dock Voyage Carrying Petroleum in bulk
 in Donkey Boilers 180lbs. (State name of Dock.)

Last Report No. Port Particulars of Examination and Repairs (if any) Part C.S. & Alterations.

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

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 " " " Yes

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 P. 15-6-49. S. 15-7-49

Present condition of funnel(s) Efficient

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? yes To what pressure were they afterwards adjusted under steam? 150lbs.

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

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? yes

Has the screw shaft now been drawn and examined? No 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 1/8" 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? -

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Continuous Survey

Now Done:- Vessel placed in dry dock, propeller, stern bush and sea connection fastenings examined.

Examined Sea cocks and valves, Nos. 1 & 8 Main engine cylinders, pistons and rods, liners connecting rods, Top and bottom end pins and bushes, Nos. 5, 6 & 10 main bearings and journals. Thrust shaft and pads, Intermediate shaft and bearing, Steam driven compressor and engine Coolers tested. Forward and centre diesel generator engines (except cylinders and pistons) generators cleaned, and megger tested, Stand-by jacket cooling water pump, General Service pump, outboard boiler feed pump, piston cooling water cooler tested.

Donkey boilers examined internally and externally with their mountings, safety valves, manhole doors and fastenings. Safety valves adjusted under steam to the pressure stated above. Oil fuel installation examined, Steam smothering arrangements tested.

Repairs:- Forward and centre generators. Armature shafts and bearings renewed. Engine main bearings renewed and shaft realigned, generators examined and megger tested. Dynamos tried under load and found satisfactory. P.T.O.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel is eligible in our

(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, ES 9,11, B&MS 9,11 XLMC 9,11 or XLMC 140 lb., FD, &c.)

opinion to remain as classed and to have record of XLMC CS with date when the survey is completed, record of D.B.S. 7-49. Subject to Port and Starboard injection boxes in pump room being renewed at next dry docking.

Survey Fee (per Section 29) C.S. Fee £24 : - : - Fees applied for
D.B.S. 6 0 0 4 Sept 1949
 Special XXXXXX Repair Fee (if any) £ 5 : 5 : 0
 (per Section 29.)
Alterations. 10 10 0
 Travelling expenses (if chargeable) £ : : 19
 Received by me, Harold W. B. Paton & Co.
 LICENCE CASE 28 OCT 1949
 Committee's Minute
 Assigned As now subject
8/31.8.49

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W1023-0012

Thrust shaft and intermediate shaft bearings removed, metal dressed up and shafts rebedded and alignment checked.
Steam generator L.P. piston rod renewed, L.P. intercooler renewed, No. 8 bottom and bearing remetalled.

A number of c.c.c. screwed stays in port donkey boiler renewed.
The injecting boxes in pump room examined and found thin temporarily repaired by welded plates and cement boxes, arrangements have been made for these boxes to be renewed at next dry docking.

The main engines of this vessel have been converted for the use of "Ordoil" pipe lines and fittings in connection therewith have been tested to twice working pressure.
Steam heating coils have been fitted in cross bunker's and settling tanks with return led to observation tank. Coils tested in place by hydraulic pressure to twice working pressure and under working pressure steam.

A cylindrical steel tank originally fitted for lubricating oil has been converted for "Ordoil" with closed return fitted with sight glass to double bottom tank, an air pipe with gauze over outlet is also fitted, tank and fittings tested by hydraulic pressure twice the working pressure.
A diagrammatic sketch shewing the alterations is attached.

The Kromhout generator and engine has been removed from vessel.

Oil Engine.
T.S. (C) N. 6, 47
DES 10, 48
DES 10, 49
DES 10, 47

Part C.S. & Alterations.
DES 10, 47
DES 10, 48
DES 10, 49

Efficient

T. 12-8-49. S. 12-7-49

1801bs.

yes

yes

yes

No

Continuation Survey
Vessel placed in dry dock, propeller, stern bush and sea connection fastenings examined.
Examined sea cocks and valves, Nos. 1 & 2 Main engine cylinders, pistons and rods, liners connecting rods, top and bottom end pins and bushes, Nos. 3, 6 & 10 main bearings and journals. Thrust shaft and pads, intermediate shaft and bearing, steam driven compressor and engine coils tested. Forward and centre diesel generator engines (except cylinders and pistons) generators cleaned, and megger tested. Stand-by jacket cooling water pump, General Service pump, outboard boiler feed pump, piston cooling water cooler tested.
Donkey boiler examined internally and externally with their mountings, safety valves, manhole doors and fastenings. Safety valves adjusted under steam to the pressure stated above. Oil fuel installation examined, steam heating arrangements tested.
Forward and centre generators. Armature shafts and bearings renewed. Engine main bearings renewed and shaft realigned, generators examined and megger tested. Dynamos tried under load and toward satisfactory.

The Machinery of this vessel is eligible for
Opinion to remain as classed and to have record of DES 02 with date when the survey is completed.
Record of D.B.S. 7-49. Subject to Port and Starboard injection boxes in pump room being renewed at next dry docking.



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