

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

(Received at London Office 23 JAN 1952)

Date of writing Report 14. 1. 1952. When handed in at Local Office 14. 1. 1952. Port of GLASGOW.

No in Reg. Book. Survey held at GLASGOW. Date. First Survey 26. 11. 51 Last Survey 7. 12. 1951 (No. of Visits 5.)

06013 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. CLAN MACNAIR.

Tonnage { Gross 6096 Vessel built at IRVINE By whom AYRSHIRE DYKD. CO. LD. Year. Month. When 1921 10
 Net 3719 Engines made at GLASGOW By whom DUNSMUIR & JACKSON LD. When 1921.
 Nominal Horse Power 6394N. Boilers, when made (Main) 1921 (Donkey) -
 Owners THE CLAN LINE STEAMERS LD. Owners' Address -
 No. of Main Boilers 3 Managers CAYSER IRVINE & CO. LD. Port GLASGOW. Voyage -
 No. of Donkey Boilers -
 Steam Pressure -
 in Main Boilers 200 lb/sq. in. Surveyed Afloat and Dry Dock KING GEORGE V DOCK.
 in Donkey Boilers - (State name of Dock.) EHDERSHIRE DRY DOCK.

Last Report No. Port

Particulars of Examination and Repairs (if any) Dry + BS.

(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? Yes

" " 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 Port 27. 11. 51. Lenten 4. 12. 51. Starb'd 29. 11. 51. Present condition of funnel Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lb/sq. in.

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? Yes, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? None Fitted. and of the Donkey Boilers? -

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

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 1/4" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Now Done :-

Docking: Vessel dry-docked. Propeller and outside fastenings examined.

Boiler Survey: All boilers examined throughout, including mountings.

Boilers subsequently examined under steam and safety valves adjusted to 200 lb/sq. in.

Oil fuel burning and fire extinguishing appliances generally examined and tested under working conditions.

Repairs: Port Boiler. Several side stays renewed. Lenten combustion chamber wrapper plate electrically welded in way of corrosion. Star. fractures in way of top stays and bottom longitudinal stays rec'd out & electrically welded. Port and Star. safety valve lids renewed.

Lenten Boiler. Minor repairs and renewals

Starb'd Boiler. All plain tubes renewed. Combustion chamber back & wrapper plates electrically welded in way of corrosion. Starb'd furnace gorsework rec'd out and electrically welded in way of grooving.

General Observations, Opinion, and Recommendation. - The machinery of this vessel as far as was seen

(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.)

is in efficient condition and eligible in our opinion to remain as classed with fresh record of B.S. 12. 51.

Survey Fee (per Section 29) B.S. £ 10 : - : 22 JAN 1952

Special Damage or Repair Fee (if any) £ : : Received by me,

Travelling expenses (if chargeable) £ : : 19

Committee's Minute GLASGOW 22 JAN 1952

Assigned BS. 12. 51.

CERTIFICATE WRITTEN
(28.3.52)

Ralph M. Richards. J. McCauley.
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
W1089-0050

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