

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office, OCT - 4 1940)

Date of writing Report 19 30 : 9 : 19 40 When handed in at Local Office Port of Glasgow

No. in Reg. Book 12380 Survey held at Glasgow Date, First Survey ✓ Last Survey 25th Sept 1940  
on the Machinery of the Wood, Iron or Steel Twin Se. S.S. "Clan Buchanan" (No. of Visits 1)

Tonnage { Gross 7266 Vessel built at Groenock By whom Groenock Dockyard Co. Ltd When 1938-2  
Net 3692 Engines made at do By whom J. G. Kincaid & Co. Ltd When 1938

Nominal Horse Power 1370 Boilers, when made (Main) 1938 (Donkey) ✓  
No. of Main Boilers 5-8-13 Owners The Clan Line Steamers Ltd Owners' Address ✓

No. of Donkey Boilers ✓ Managers Cayzer Irvine & Co. Ltd (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 220 lbs Port Glasgow Voyage Foreign  
in Donkey Boilers ✓ If Surveyed in Dry Dock yes (State name of Dock.) Govan No. 1-D-D

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and seriatim 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? NO

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

If this was not done, state for what reasons? B.S. not due

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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 good

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 screw shaft now been drawn and examined? NO Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Prs 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

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. Complete

Now done  
Vessel placed in dry dock, propellers, after end of stern tubes, and outside fastenings of under water sea connections examined and found good

Eob  
30/9/40

General Observations, Opinion, and Recommendation: The machinery of this vessel  
(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, B.S. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

so far as now seen is in a safe working condition and eligible in my opinion to remain as classed without fresh record of Survey.

Survey Fee (per Section 29) £ : ✓ Fees applied for \_\_\_\_\_  
Special Damage or Repair Fee (if any) (per Section 29.) £ : ✓ \_\_\_\_\_  
Travelling expenses (if chargeable) £ : ✓ \_\_\_\_\_

Received by me, G. L. Murdoch  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 1 OCT 1940

Assigned as now



W1125-0068

Insert Character of Ship and Machinery precisely as in the Register Book

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

