

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

(Received at London Office)

10 JUL 1933

Date of writing Report 12 June 1933 When handed in at Local Office 10 Port of Batavia
 No. in Reg. Book. 23815 Survey held at Sg Print Date, First Survey 4 June Last Survey 11 June 1933
62152 on the Machinery of the Wood, Iron or Steel Steamer Clan Macnab (No. of Units 6)
 Tonnage { Gross 6112 Vessel built at Ayrshire By whom Dry dock G Irvine When 1920
 Net 3815 Engines made at Glasgow By whom Dunsmuir & Jack When 1920
 Nominal Horse Power 697 Boilers, when made (Main) 1920 (Donkey) 1920
 No. of Main Boilers 3 Owners The Clan Line Steamer Ltd Owners' Address Glasgow
 No. of Donkey Boilers 1 Managers Cayser, Irvine & Co Ltd Port Glasgow Voyage Europe
 Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock (State name of Dock.)
 in Donkey Boilers 100 53301

Last Report No. 1125 Port Batavia
 Particulars of Examination and Repairs (if any)

(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.)

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

Is 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?

Do. " Donkey " " " "

Was not done, 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?

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

Ship came in port for bunkers on 7 June and at about 9 o'clock in the evening I was called on board on account of conical intermediate hollow shaft, between turbine and funnel shaft being cracked. No material was obtainable for renewal. Autogenous welding was suggested, but rejected by your wire, on account of the crack being in the shaft line. After disconnecting the part, the crack was stated to run from the neck of the small flange to the bolt hole of the big flange just on top of the key hole. Then one shrink ring, 3x3 inches, cut from a plate, was fitted on the big flange, being there no more space for a thicker one. Then two shrink rings were fitted on the small flange.

General Observations, Opinion, and Recommendation:—

(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, or L.M.C. 9.11, 1914, F.D., &c.)

Ship to remain classed as in the Register subject to the renewal of the conical part of the intermediate shaft between turbine and funnel shafting after this voyage to Great Britain has been completed.

Survey Fee (per Section 25) £ 200 Fees applied for
 Special Damage or Repair Fee (if any) (per Section 25.) £ 50
 Travelling Expenses (if chargeable) £ 50 Received by me, 19

Committee's Minute

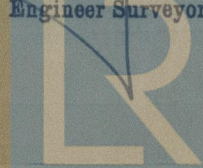
TUE. 1 AUG 1933

WED. 4 APR 1934

Engineer Surveyor to Lloyd's Register of Shipping.

Assigned

See Lon. Rpt. 98993



Lloyd's Register
Foundation

W377-0218

each of $4 \times 2\frac{1}{2}$ also each cut from a plate.

Then two bolt clamps were made for the neck of the conical shaft each 6×4 inches and each fitted with a bolt of 3 inches. This clamps were fitted after refitting the conical ~~part~~ shaft on board and were wearing against the bolts of the small flange, so no slackening was possible by removing of the clamps in the direction of the small flange.

All this work was carried out so satisfactorily and no better work could be made of it as also the clamps were not forged, but burnt out and afterwards lathed from one piece of iron.

In my opinion still a special weak place remained in the conical ~~part~~ shaft and that is from the hindmost clamp to the small and hindmost flange, which part still is cracked and therefore, in my opinion, it was preferable to reduce the top speed of the vessel from 70 to 70 revolutions making only a delay of the arrival in Gull of about 3 days, while the risk of a break down in the Indian Ocean is to be calculated by ten thousands of pounds.

On account of your wire I left the speed to the discretion of the captain.