

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

(Received at London Office

12 JUN 1929

Date of writing Report

When handed in at Local Office

31. 5. 1929

Port of

Glasgow

No. in Reg. Book

Survey held at

Dalmuir

Date, First Survey

9. 4. 29

Last Survey

24. May 1929

(No. of Visits)

67944 on the Machinery of the Wood, Iron or Steel

CLAN MACNAB

Tonnage

Gross 6114
Net 3816

Vessel built at

Swine

By whom

James Duffell & Co.

When 1920-12

Nominal Horse Power

560

Engines made at

Glasgow

By whom

James Duffell & Co.

When 1920

No. of Main Boilers

3

Boilers, when made (Main)

1920

(Donkey)

1920

No. of Donkey Boilers

1

Managers

do

Owners' Address

(if not already recorded in Appendix to Register Book)

Port

Glasgow

Voyage Office

Steam Pressure in Main Boilers

200 lbs

If Surveyed Afloat or in Dry Dock

Glasgow D.D.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No.

Port

Glasgow

Particulars of Examination and Repairs (if any)

And B.S.

(Periodical Surveys, when held, must be reported in detail and certain 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

Do. " Donkey " " " " "

Yes

If this was not done, state for what reasons?

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

200 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

100 lbs.

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

Yes

and of the Donkey Boiler?

Yes

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

None

and of the Donkey Boiler?

None

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

Yes

and of the Donkey Boiler?

Yes

Has screw shaft now been drawn and examined?

No

Is it fitted with continuous liner?

Yes

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?

Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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

1/8

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

Complete

Exhaust Turbine (Bauer-Heck) Installation constructed by Messrs Deutsche Schiff- und Maschinenbau A.G. Werk Bremen, Hamburg. (See Ham report)

Wooden This installation, including L.P. turbine, Vulcan coupling and double reduction gearing, has been properly fitted on board and tried under working conditions with satisfactory results.

A new thrust shaft (marked 287) together with thrust block has been fitted. Condenser cleaned out and tested.

Propeller, after end of stern bush and outside fastenings of sea connections examined.

B.S. The main and donkey boilers together with their safety valves, doors and mountings examined and found on foot in order. Boilers examined under steam and their safety valves adjusted.

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. 2, 11, B.&M.S. 2, 11, or L.M.C. 2, 11, 14, 15, F.D., &c.)

so far as seen, is in a safe working condition and eligible in our opinion for the record of B.S. 5-29 and the notation of L.P. turbine with D.R. gearing and hydraulic coupling.

Survey Fee (per Section 28) B.W. gear No 6 7.10.0
Special Damage or Repair Fee (if any) B.S. 5.0.0
Travelling Expenses (if chargeable) 1.1.0

Fees applied for 11 JUN 1929
Received by me 22.6.29

John McDonald, J.B. Meikle
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 11 JUN 1929

Assigned B.S. 5-29 Note record of L.P. turbine



Lloyd's Register Foundation

W377-0226

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

As a Certificate required? If so, to be sent to P.O.

Power shaft turbine fitted

Dec 12: 28 held

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that this vessel is eligible for THE R.I.C.C.F.D.

BS 5:29

A exciting turbine and
"and L.P. turbine with D.P. gear
"and hydraulic coupling

Amend N.A. 7. 692

W.A.

1969

As above.

Repairs. Centre main boiler:- crack in foot furnace cut out and welded by electrical process.

Donkey boiler:- 22 strength stays renewed, a number of shell rivets renewed. Portions of combustion chamber seams built up by welding, new check valve fitted.

[Signature]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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