

No. of Main Boilers  
No. of Donkey Boilers  
Steam Pressure

Owners *The Clan Line Steamers Ltd.*  
Managers *Carver, Irvine & Co. Ltd.*

Owners' Address  
(if not already recorded in Appendix to Register Book.)  
Port *Glasgow*  
Voyage *to U.K.*

31 JUL 1933

S.S. "CLAN MACNAB"

Bat 1125  
Lon 98993

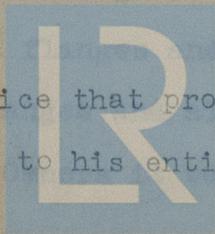
This vessel was constructed in 1920 and in May 1929 an exhaust turbine (Bauer Wach System) was installed.

The Batavia Surveyor reports that upon examination of the coupling piece at the thrust shaft cone a longitudinal crack on the body of coupling piece was found.. Temporary repairs have been effected by fitting shrunk bands on couplings and well fitted clamps on body piece for the voyage to U.K.

It would appear from the correspondence regarding this case that the Batavia Surveyor primarily recommended temporary repairs be effected by means of autogenous welding, which action brought about a consultation in this Office with the Owners' Representatives, the result of this being that the Batavia Surveyor was instructed that welding was not permissible in the coupling piece (which formed part of the main line of shafting) and it was suggested repairs should be effected by means of steel bands shrunk on flanges and bolted clamps on the body of coupling piece. (From the attached correspondence it will be noted that this had evidently been suggested in the first instance by the Chief Engineer).

A cable was subsequently received from the Batavia Surveyor recommending that in view of the nature of the damage and the length of the voyage the revolutions be reduced.

He was instructed from this Office that provided the repairs suggested by this Office were carried out to his entire satisfaction,



© 2019

Lloyd's Register  
Foundation

W377-0229 (113)

W377-0229 (113)

high must  
& Supple  
Machi  
(including  
844  
M.S.  
B.S.  
T.S.  
Pabw  
end of  
ated?  
shaft  
gs  
td  
a f  
be  
how  
to v  
me

on this su  
S. 9, 11, or

S.S. "CLAN MACNAB" (2)

the regulation of the speed be left to the discretion of the Master.

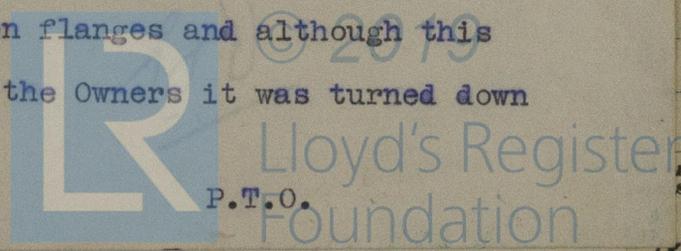
The vessel has now arrived in London and a report has been received from the Surveyors, in which they state the temporary repairs have been examined and appear to be efficient. The main engine crank shaft and intermediate shafting were generally examined without opening out and the Surveyor states that as the alignment of the shafting did not appear altogether satisfactory, they recommend that the shafting be tested for re-alignment together with the renewal of the conical coupling piece on vessel's arrival at Glasgow.

A letter has been received from the Owners enclosing extracts from letters which have been received by them from the Master and Chief Engineer of the vessel and which deal with the question of the repairs suggested and carried out at Batavia, stating that they would be glad to receive the Society's views on the whole question especially as they are not satisfied with the attitude taken up by the Batavia Surveyor.

It will be noted that the attached extracts of correspondence bear dates within the period of the survey at Batavia and summarised are to the following effect:-

At Batavia the aft coupling which couples turbine and tunnel shaft was examined and on cleaning the shaft it was found to be cracked the entire length between flanges. The Chief Engineer suggested that bands be shrunk on both flanges and a heavy clamp be made and fitted to shaft between flanges and although this method of repair was confirmed by the Owners it was turned down by the Surveyor as being unfit.

W377-0229 (213)



W377-0229 (213)

3.

The Surveyor suggested that the defective part of shaft should be cut out and rebuilt by electric welding, but on being advised that Lloyd's Register (London Office) were in agreement with the Owner's method of repair, these repairs as detailed above were proceeded with. The Surveyor also recommended a reduction of speed but was informed by his Head Office that this matter should be left to the discretion of the Master.

The Master observes that delay was caused owing to the Surveyor not accepting in the first place the method of repair proposed by the Owners.

IT IS SUBMITTED the Batavia Surveyor should be informed that it is considered he would have been better advised in this case had he taken the initiative in the matter of consulting the Head Office and that in any future cases of a similar nature where there is a difference of expert opinion he should be guided by this experience and always take advantage of advice which can be cabled from London.

It is further submitted the Owners be informed that the matter is being taken up with the Batavia Surveyor with a view to ensuring that in any similar cases in future he will consult with this Office in order that all interests may be best served.

29. 7. 33.



© 2019

Lloyd's Register  
Foundation

W377-0229(313)

W377-0229(313)