Rpt. 9.

No. 98,993

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

(Received at London Office 20 JUL 1933)

RETAIN

Date of writing Report 20 JUL 1933 When handed in at Local Office 20 JUL 1933 to Port of LONDON.

No. in Reg. Book. 23815. Survey held at Purfleet. Date, First Survey 19th July 1933 and, Last Survey (No. of Visits 1.)

on the Machinery of the ~~Wood, Iron or~~ Steel Sc CLAN MACNAB.

Tonnage { Gross 6076 / Net 3705.

Nominal Horse Power { 692.

No. of Main Boilers 3.

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 200 lbs

in Donkey Boilers 100 lbs

Vessel built at Irvine. By whom Ayrshire Dkyd Co Ld. When 1920-12.

Engines made at Glasgow. By whom Dunsmuir & Jackson Ld. When 1920.

Boilers, when made (Main) 1920. (Donkey) 1920.

Owners The Clan Line Steamers Ld. Owners' Address (if not already recorded in Appendix to Register Book.) –

Managers Currie, Irvine & Co Ld., Port Glasgow. Voyage Glasgow.

If Surveyed Afloat or in Dry Dock Afloat Purfleet. (State name of Dock.)

Last Report No. 1125 Port Bat

Particulars of Examination and Repairs (if any) Examination Engine Repairs.

(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

Do. " Donkey " " " No

If this was not done, state for what reasons? Boilers not offered for survey.

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 –

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 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? –

State date of examination of Screw Shaft – State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft –

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

Now done:- Repair to hollow cone shaft examined. Shrunk on rings on coupling flanges & bolted clamps around shaft examined & tested & found to be efficient as a temporary repair.

The engine crankshaft & intermediate shaft was examined as far as practicable without dismantling. The engine crankshaft appears to be somewhat down as compared with the intermediate shaft & it is now recommended that the shafting be tested for alignment upon the vessel's arrival at Glasgow where it is stated by the 2nd Engineer, permanent engine repairs will be effected.

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠ 100 A1. Awning Dk with freeboard 8.32.		S.L.R.E. M.S. 10.28 B.S. 8.32.
S.S. Gb. No 2.28		T.S. (C.L) 2.33.
Filter for Oil Fuel 12.20 F.P. above 150°F		

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

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

RETAIN

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, 140 lb., F.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as classed, subject to hollow conical shaft being renewed & shafting being tested for alignment upon the vessel's arrival at Glasgow where she is now bound via home ports.

Survey Fee (per Section 29)	£ :	Fees applied for	
Special Damage or Repair Fee (if any) (per Section 29.)	£ :	19	
Travelling expenses (if chargeable)	£ :	Received by me, 19	

A. Kumber.
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 1 AUG 1933

WED. 4 APR 1934

Committee's Minute

Assigned As now Subject

Write Hs Bat (Spl)

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