

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

30 AUG 1933

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 22.8.33 Port of Glasgow
 Date First Survey 2nd Aug Last Survey 21.8.1933 (No. of Visits 11)
 No. in Survey held at Glasgow
 g. Book. 3815 on the Machinery of the Wood, Iron or Steel SHCLAN MACNAB
 Vessel built at Dumfries By whom Archibald Wray & Co. Ltd. When 1920-12
 Gross Tonnage 6046 Engines made at Glasgow By whom Dunsmuir & Jackson Ltd. When 1920
 Net Tonnage 3705 Boilers, when made (Main) 1920 (Donkey) 1920
 Nominal Horse Power 692 Owners' Address Leblay Line Steamers Ltd. (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 3 Port Glasgow Voyage
 No. of Donkey Boilers 1 Managers James Irvine & Co. Ltd.
 Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Dumfries Dock
 in Donkey Boilers 100 (State name of Dock.)

Last Report No. Port
 Particulars of Examination and Repairs (if any) Repairs & BS
 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.

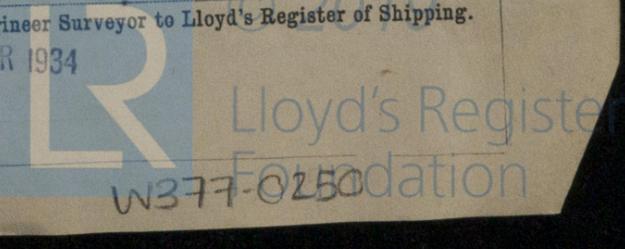
Was a damage report made by anyone else? If so, by whom?
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes
 Do. " Donkey " " " yes
 If this was not done, state for what reasons?
 And what parts of the Boilers could not be thus thoroughly examined?
 Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler?
 State latest date of internal examination of each boiler Port 3-8-33, G. 11-8-33, Stalks 15-8-33, DB 4-8-33
 Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200
 Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 100
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers? yes
 Did the Surveyor examine the drain plugs of the Main Boilers? yes and of the Donkey Boiler? yes
 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? 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 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
 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
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done B.S. to complete

REPAIRS See also Rpt. No. 98993.
NOW DONE The hollow conical shaft (cone connection) now renewed (see attached forging report).
 When the thrust shaft was removed it was found cracked at the end of the feather engaging the cone connection. An old ordinary thrust shaft, stated to be the one removed from the vessel and replaced by a Mitchell shaft when the Bauer Wash turbine was installed, has now been converted into a Mitchell shaft by removing all the collars except two and filling up the remaining space with a turned and fitted packing piece arranged in halves and secured by sunk bolts like an eccentric strap is fixed. The shaft was afterwards satisfactorily fitted in the vessel. The lower halves of all the main bearings have been reinstalled and the shafting relined throughout.

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 is in good condition and eligible in my opinion to remain as classed with fresh record of BS 8.33, Record of M.S. 2.33 to be deferred for completion.

Survey Fee (per Section 29) £ 5 : -
 Special Damage or Repair Fee (if any) (per Section 29.) £ 5 : 5
 Travelling expenses (if chargeable) £ : :
 Fees applied for 29.8.1933
 Received by me, 20.9.1933
 Committee's Minute **GLASGOW 29 AUG 1933**
 Assigned Deferred for completion of M.S. 2.33
 B.S. 8.33

S. Davis
 Engineer Surveyor to Lloyd's Register of Shipping.
 WED. 4 APR 1934



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

GLASGOW

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

S/S CLAN MACNAB

Crank shaft examined and found in good condition.

BS. All main boilers examined. The port furnace of the centre boiler found deflected - now jacked up and two rings welded on in the water space. The port and starboard furnaces of the port boiler found deflected. The port furnace now jacked up and two rings welded on in the water space a section 34" x 18" was cut out of the crown of the starboard furnace and a new section suitably corrugated and cambered, electrically welded in its place. This boiler was afterwards tested by hydraulic pressure to 300 lbs per sq. in. and the repairs were found sound and good. All lower doors of centre and starboard boiler found slack. Spigot rings now satisfactorily fitted in each case.

All main boilers otherwise found in good condition.

The donkey boiler examined in its entirety. About twenty wasted screw stays renewed and about twelve wasted rivet points built up by electric welding. All other parts found in good condition.

All safety valves adjusted under steam.

S. Davis

Owing to repairs on the shafting the MS was not advanced this time but it will be completed upon the vessel's return in four months.

To complete MS the following parts require to be examined:

Sea connections, M.P. & L.P. Engines and pumps, all pumps, the pumping arrangement, steam pipes & electric installation.

Glasgow Reg. No. 53501.

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OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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