

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

No. 53789

30 AUG 1933

(Received at London Office)

Date of writing Report

When handed in at Local Office

Port of Glasgow

Date, First Survey

Last Survey

21-8-1933
(No. of Visits 14)

No. in Survey held at

Glasgow

3815 on the Machinery of the Wood, Iron or Steel

SISCLAN MACNAB

Gross 6046
Net 3705

Vessel built at Dunoon

By whom Agnesie McKay & Co. Ltd.

When 1920-12

Nominal Horse Power 692

Engines made at Glasgow

By whom Dunoon & Jackson Ltd.

When 1920

No. of Main Boilers 3

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 200

in Donkey Boilers 100

Owners The Blair Line Steamers Ltd.

Owners' Address (if not already recorded in Appendix to Register Book.)

Port Glasgow

Voyage

Managers James & Co. Ltd.

If Surveyed Afloat or in Dry Dock Dunoon Dock

(State name of Dock.)

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.

Year assigned
now
expired

Machinery and Boiler Surveys (including date of N.E., if any)

100 A1 Class
DR with feedwater
8.33
SSGL N-2-28

LMC
MS10, 28
BS 8, 32
TS 2, 33 CL

Fitted for oil fuel 12, 20 F.P. above 150°F.
L.P. turbine

Last Report No.

Port

Particulars of Examination and Repairs (if any) Repairs & BS

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

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?

Do. " " Donkey " " " "

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

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

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

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

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

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 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

REPAIRS See Rpt. N. 98993

NOW DONE The hollow conical shaft (cone connection) now renewed (see attached for repair)

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 shaft 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.

P.T.O.

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

S. Davis

Engineer Surveyor to Lloyd's Register of Shipping.

WED. 4 APR 1934

Lloyd's Register Foundation

W377-0250

S/S CLAN MACNAB

Crank shaft examined and found in good condition.

B.S. 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 24" 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 boilers 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 M.S. was not advanced this time but it will be completed upon the vessel's return in four months.

To complete M.S. the following parts require to be examined:

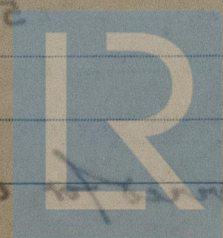
Sea connections M.P. & L.P. engines and fittings, all pumps, the pumping arrangement, steam pipes & electric installation.

Glasgow Rpt No 53501.

O.T. 9

N.B.—If this Report is copied by copying Press, special 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.

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



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