

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

(Received at London Office)

Date of writing Report 18/3/36 When handed in at Local Office 18 MAR 1936 Port of LIVERPOOL 25 MAR 1936

No. in Reg. Book. 23046 Survey held at Liverpool Date, First Survey 13/3/1936 Last Survey 13/3/1936
 on the Machinery of the Wood, Iron or Steel S/S "CLAN URQUHART" (No. of Visits 1)

Tonnage Gross 9564 Net 5580 Vessel built at W. & A. Mitchell By whom J. Brown & Co. Ltd. When 1911-6

Nominal Horse Power 1200 Engines made at Do By whom Do When 1911

No. of Main Boilers 218 Boilers, when made (Main) 1911 (Donkey)

No. of Donkey Boilers 218 Owners The Glen Line Steamers Ltd. Owners' Address (If not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 215 Managers Caynes Irvine & Co. Ltd. Port Glasgow Voyage

in Donkey Boilers If Surveyed Afloat or in Dry Dock At Glasgow Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 56716 Port Glasgow

Particulars of Examination and Repairs (if any) Comp: B.S.

(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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons? Boilers already examined in London & Glasgow.

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? Pat D.E.

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? 215 lbs/sq

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? 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

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 vite or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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

How done. The Safety Valve domes of the Pat D.E. boiler re. pointed to the chest & the Safety Valves afterwards adjusted under steam to 215 lbs/sq

General Observations, Opinion, and Recommendation:— The Machinery of this vessel as far as seen is now in good order & eligible in my opinion to remain as classed & to have record of BS-2.36 as previously recommended by the London Surveyors.

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

Committee's Minute LIVERPOOL 24 MAR 1936

Assigned B.S. 2.36. TUE. 10 NOV 1936

Engineer Surveyor to Lloyd's Register of Shipping.

Notes

June

20.3.36

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