

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

(Received at London Office 27 JUN 1930)

Date of writing Report 27th June 1930 when signed in at Local Office Bremen Port of Bremen

No. in Reg. Book 17407 Survey held at Bremen Date First Survey 17th June Last Survey 26th June 1930

on the Machinery of the Wood, Iron or Steel CLAN MACKENZIE (No. of Vessel)

Gross Tonnage 6544 Net 4142 Vessel built at Muramba By whom M. M. & Co. Ltd. When 1917-6 mo

Nominal Horse Power 610 Engines made at JFA By whom J. A. Henderson & Co. Ltd. When 1918

No. of Main Boilers 3 Boilers, when made (Main) 1917 (Donkey) -

No. of Donkey Boilers 1 Owners The Flamingo Steamship Co. Ltd. Owners' Address (If not already entered in Appendix to Register Book)

Managers Cape & Irvine & Co. Ltd. Port Glasgow Voyage Glasgow

If Surveyed Afloat or in Dry Dock both Particulars of Classification (which must be inserted previously as in Register Book & Supplements)

(State name of Dock) W. G. W. Dock

Last Report No. - Port Bremen

Particulars of Examination and Repairs (if any) Alterations Tail Shaft

Periodical Surveys, when held, must be reported in detail and variation to the terms of the Rules. State clearly the cause of repairs, if any, and, in detail, the nature and extent of alterations 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 summarized at the end of the report. State also the dates and initials of any letters respecting this case. Alterations Tail Shaft

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? -

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys	Class of Machinery	Machinery and Boiler Survey (Including date of S.S., if any)
<u>+100 A1</u>	<u>+</u>	<u>L.M.C.</u>
<u>Inspected with pressure</u>	<u>1.5.29</u>	<u>2.5.29</u>
<u>1.29</u>	<u>7.2.29</u>	<u>7.2.29</u>
<u>as per No. 2-25</u>	<u>5.27</u>	<u>5.27</u>
		<u>NE 8.18</u>

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 " -

If this was not done, state for what reasons? no survey done

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? -

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 Boiler? ✓

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? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? rewooded

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

In dry dock examined the propeller, rod shaft, steam, steam trunk, rewooded, re-connections and their outside fastenings and found them parts in order. Alteration:- A Kauer-Wash tank and turbine installation has now been fitted to the existing reciprocating engine. On completion the vessel's machinery with turbine combined has been tried under working conditions and was found to work satisfactorily. Please see Report 4a attached.

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.&H.S. 9,11, or L.M.C. 9,11, 100 lb., F.D., &c.)

It is recommended that the vessel's machinery be continued as shown with the notation of Tail Shaft run to 30.

Survey Fee (per Section 28) 30.0.0 Fee applied for 24.6.30

Alterations 30.0.0

Special Damage or Repair Fee (if any) -

Travelling Expenses (if chargeable) 0.10.0

Committee's Minute As now

Assigned 56.30

TUE. 8 JUL 1930

G. H. P. Rams
Engineer Surveyor to Lloyd's Register of Shipping.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of ship and machinery previously as in Register Book

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

A Bauer-Wach turbine gear

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

fitted

Screwshaft examined

It is submitted that
this vessel is eligible to
remain as CLASSED.

5.6.20.

To existing engine
Particulars add
" & LP turbine with D.R.
gearing & hydraulic
coupling."

N.H.P. 698

25/11
11/7/20

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation

Sept. 4a.



This Cert
"While
to be understood
any inaccuracy
publication of
of the Society
(Sept. 10, 10m.1.3.)