

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

Port of Bremen

No. in
Reg. Book.

Survey held at

Bremen

Date, First Survey

17th Jan

Last Survey

26th June 1930

No. of Vessel

on the Machinery of the Wood, Iron or Steel &c. "CLAN MACKENZIE"

Gross
Net

4142

Vessel built at

Hamburg

By whom

H. A. Mackenzie & Co. Ltd.

When

1917-6 mo

Nominal
Horse Power

610

Engines made at

Jen

By whom

J. A. Mackenzie & Co. Ltd.

When

1918

No. of Main Boilers

3

Boilers, when made (Main)

1917

(Donkey)

No. of Donkey Boilers

100

Owners

The Clan Line Steamers Ltd.

Owners' Address

(If not already entered in Appendix to Register Book).

Team Pressure—
in Main Boilers

100 lb

Managers

J. A. Mackenzie & Co. Ltd.

Port

Glasgow

Voyage

Glasgow

in Donkey Boilers

100 lb

If Surveyed Afloat or in Dry Dock

Both

Last Report No.

Port

Alterations

Particulars of Examination and Repairs (if any) Tail Shaft

Periodical surveys, when held, must be reported in detail and verification to 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 summarized 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 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?

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?

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 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?

In dry dock examined the propeller, rudder shaft, drum, rambush, rambush connections and their outside fastenings and found them parts in order. Alteration:—A Kamor-Wash Exhaust 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, S.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 6.30.

Survey Fee (per Section 28)

30.0.0

Fees applied for

24.6.30

Special Damage or Repair Fee (if any)

0.0.0

Travelling Expenses (if chargeable)

0.0.0

Received by me,

25.7.1930

Committee's Minute

TUE. 8 JUL 1930

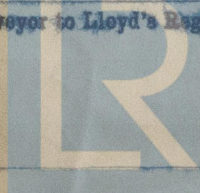
Assigned

As now

56.30

G. H. C. Kamm

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

WS15-0023

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

7 Power - each 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

Screw shaft examined

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

S 6.10.

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

N.H.P. 698

25/11
1/7/20

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Sept. 4a.



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