pt. 9.

No. 34142

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

(Received at London Office WED. 17 OCT. 1917)

Date of writing Report 28 Sept. 1917 When handed in at Local Office ..... 19 Port of Glasgow

No. in Reg. Book. 1170 Survey held at Glasgow. Date, First Survey 28.8.14 Last Survey 28 Sept. 1917 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. CLAN MACPHERSON Master .....

Tonnage { Gross 4779 Net 3041 | Vessel built at N. Shields By whom Turnbull Hilty & Co When YEAR 1908 MONTH 11

Registered Horse Power 448 | Engines made at Hartlepool By whom Richardson Westgarth When 1908

No. of Main Boilers 2 | Boilers, when made (Main) 1908 (Donkey) 1908.

No. of Donkey Boilers 1 | Owners Cayzer Irvine & Co Ltd Port Glasgow Voyage Foreign

Steam Pressure— in Main Boilers 200 in Donkey Boilers 90 | If Surveyed Afloat or in Dry Dock Graving 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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 2.17		+ LMC
✠ Spec 2-13		B.S. 11.13
		B.S. 2.17
		T.S. 1.16

Last Report No. ..... Port .....

Particulars of Examination and Repairs (if any) Damage & Special Survey

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? See Copy attached. 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 " " " No – under steam.

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? Yes To what pressure were they afterwards adjusted under steam? 208 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? .....

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? .....

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? .....

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? .....

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? ..... or is it without liners? .....

Has shaft now been changed? No If so, state reasons .....

Is the shaft now fitted new? ..... Has it a continuous liner? ..... or two liners? ..... or is it without liners? .....

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? Bottom wood now renewed.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? The donkey boiler survey to be held in its entirety. This will be done at the first opportunity. Now done on account of damage – collision with S.S. "SCINDIA" on July 24th 1917:- Cylinders, pistons, slide valves & faces, crank, thrust, tunnel shafts, pumps & condenser examined & found in good order. Screw shaft, propeller, stern bush, sea connections and outside fastenings examined & found in good order. All auxiliary machinery overhauled. Condenser tubes drawn, cleaned, condenser repacked and tested. Some tubes & ferrules renewed. Dynamo engine overhauled. Armature & field magnets rewound, all wiring in E.R. spaces renewed and wiring throughout vessel renewed and repaired as necessary.

In Special Survey:- Main Boilers examined throughout and found in good order. After CC stays renewed. Main steam pipe annealed & tested to 1½ boiler pressure. Steering engine & windlass examined. Sea bridge suction arrangt. exam.

General Observations, Opinion, and Recommendation:— This machinery

(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.)

is eligible in my opinion to remain as classed with the notation + LMC. 9.17 when the survey is completed.

Note screw shaft seen 9.17.

Survey Fee (per Section 28) £5.10.0

Special Damage or Repair Fee (if any) (per Section 28.) £5.5.0

Travelling Expenses (if chargeable) £ : :

Fees applied for 16/10/17

Received by me, 19/10/17 23/10/17

E. B. Kitchie

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW, 16 OCT. 1917

Assigned As now.

Note Shaft.

M.S. 9,17. Note ✠ L.M.C.

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

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

W953-0105

S S W03 due 11.17. held re bd.
B S due 2.18 partly held to be
Completed 18. opportunity.
Machinery Hand for Collision damage

It is submitted that this vessel WILL BE eligible for THE RECORD. +LMC MS 9.17

S 9.17.

It is submitted that this vessel WILL BE eligible for the record. +LMC 9.17

When the B S has been held.

J.S.

18.10.17.

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.

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