

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 26 JAN 1950)

Date of writing Report 25 January 1949 When handed in at Local Office 24/1/49 1950 Port of Glasgow

No. in Survey held at Glasgow Date First Survey 11-11-49 Last Survey 30-12-49 (No. of Visits 1)

25750 on the Machinery of the Wood, Iron or Steel. Clan Macbrayne

Tonnage Gross 7172 Net 4205 Vessel built at Portland Me By whom Todd-Bath Iron S.B. Corp When 1942 10

Nominal Horse Power 505 Engines made at Toronto Ont By whom John Inglis Co Ltd When 1942

No. of Main Boilers 3 (SPT) Owners The Clan Fire Steamers Ltd Owners' Address (Donkey)

No. of Donkey Boilers Managers Bayzer & Co Ltd (if not already recorded in Appendix to Register Book.) Port Glasgow Voyage

Steam Pressure in Main Boilers 220 lbs # Surveyed Afloat in Dry Dock Queen Dock K.G. Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

in Donkey Boilers 101 Govan Drydock Last Report No. Port D.D.K. T.S. B.S. & machinery repairs

Particulars of Examination and Repairs (if any) Oil fuel conversion. Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules.

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? Yes

Donkey " " " None fitted.

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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 Port & butte boiler 11/11/49 Starboard boiler 5/12/49 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lbs/17"

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 Boilers?

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

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? 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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 1/12/49 State the wear down in the stern bush None Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Engine parts, when referred to by numbers, should be counted from forward.

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

Now Done - Vessel placed in drydock, propeller, stern bush, sea cocks and valves and outside fastenings examined.

Screwshaft drawn in and examined.

Now Done for B.S. - The 3 main boilers examined internally and externally together with their safety valves superheaters mountings and manhole doors, safety valves adjusted under steam to the pressure stated above.

The oil fuel burning and steam smothering installations (now fitted) examined and tested under working conditions with satisfactory results.

Machinery Repair - A new Simplex pump (size 9 1/2 x 11 x 18") suitably connected for circulating of auxiliary condenser and supply to wash deck

line has now been together with a new additional forced draught complete with engine satisfactorily installed in the engine room on port and starboard sides P.T.O.

General Observations, Opinion, and Recommendation: - The machinery of this vessel as now seen is

(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, BS 9,11, E&MS 9,11 & LMC 9,11 or & LMC 140 lb., PD, &c.)

eligible in my opinion to remain as classed with fresh records of B.S. 12/49, T.S. (C.L.) 12/49 and Notation Fitted for oil fuel 12/49 F.P. above 150°F

Survey Fee (per Section 29) B.S. £13: - : - Fees applied for 25 JAN 1950

Special Damage or Repair Fee (if any) T.S. £3: - : - Received by me,

DIL FUEL CONVERSION £35: - : - 19

Committee's Minute GLASGOW 25 JAN 1950

Assigned N.S. 12.49

Fitted for oil fuel 12.49 F.P. above 150°F

49

CERTIFICATE WRITTEN.

Thomas Donaldson Engineer Surveyor to Lloyd's Register of Shipping.



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

respectively and all tested under working conditions and found satisfactory.  
Lower half of stern bush rewooded.

Conversion to Oil fuel burning.

An installation for burning oil as fuel (F.O above 150°F) has now been satisfactorily fitted in this vessel and in accordance with Rule Requirements and plans approved on the 14<sup>th</sup> December 1949.

The Nos 1-2-3-4-7 and 8 double bottom tanks together with 3 settling tanks now being used for carriage of the oil fuel are all provided with solid drawn steel steam heating coils the drains from which are lead into an observation tank suitably placed in the engine room.

The installation's new machinery consists of a Duplex pumping and heating unit No 03.10112 manufactured by G. & F. Wier & Co, bathort, an oil fuel transfer pump (size 7x6x15) and a starting up set. The machinery all built under survey and to the class of this Society are positioned as shown on the approved plans.

The 3 main boilers with their new furnace fronts now have an efficient steam smothering arrangement as per Rules and a number of Fire foam extinguishers are conveniently placed in the engine and boiler room spaces where there are lead pipes or wood beams.

Upon completion of the entire installation the pumping arrangements, oil fuel burning arrangements and all remote controls with their extended spindles examined and tested under working conditions with satisfactory results.

Approved plans (5 copies) attached herewith.

The Port and Starboard after deck tanks have also been fitted at this time with solid drawn steel steam heating coils, tested in place to 150 lbs and found satisfactory. The returns from these coils are lead to the observation tank as described above.

J.D.

Notes

W.S.

16-2-50.



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