

WRECK SECTION

1 JUL 1962

WRECK SECTION

Rpt. 9

Date of writing report 13th July, 1962. Survey held at Colombo

Received London No. of visits 2

Port Colombo No. 5174 First date 8.7.62 Last date 9.7.62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 07185 Name S.S. "CLAN BUCHANAN" Gross tons 7467 Date of build 11-1941 Owners The Clan Line Steamers Ltd., Managers Cayzer, Irvine & Co. Ltd., Port of Registry Glasgow. Engines made Greenock By T.G. Kincaid & Co. Ltd., Type 6 Cyl. LP turbines with DR gearing & hydraulic couplings.

No. of Main Engines 1 No. of Screws 1 No. of Main Boilers 2 SB W.P. 220 lb Spt. No. of Aux./Donkey Boilers - W.P. - Surveyed Afloat or in Dry Dock Afloat Nature of Survey Damage Repairs Was Damage Report issued? Yes Int. Cert.? Yes Last Report (For Head Office only) 159113 hu

Table with columns: Hull (BS\*, SS, DS), Machinery (MBS\*, ES, TS CLp&s, SPS) and dates (12/59, 11/61, 9/57, 12/59)

RETAIN

condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Main body of the report form with sections: DOCKING Propellers, MAIN ENGINES (Recip. Steam or I.C.), MAIN ENGINE DRIVEN AIR COMPRESSORS, MAIN ENGINE DRIVEN SCAVENGE PUMPS, MAIN TURBINES, EXHAUST STEAM TURBINES (WITH RECIP. ENGINES), STEAM COMPRESSORS, CLUTCHES & HYDRAULIC COUPLINGS, REDUCTION GEARING, THRUST BLOCKS, SHAFTS & BEARINGS, INTERMEDIATE SHAFTS & BEARINGS, HOLDING DOWN BOLTS & CHOCKS, CONDENSERS (MAIN & AUX.), STEAM RE-HEATERS, DE-SUPERHEATERS, STOP & MANOEUVRING VALVES, MAIN ENGINE DRIVEN PUMPS, CRANKCASE DOORS & EXPLOSION RELIEF DEVICES.

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this ship, so far as now Surveyed, is in good condition eligible, in my opinion, to remain as now classed without fresh record of Survey, subject to the HP forced draught fan engine being put into working order at the earliest opportunity and to any condition of class at present outstanding being dealt with as previously recommended.

Date of Committee THURSDAY - 2 AUG 1962 Decision As now, Subject.

Noted for Header

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32 Essential Independent Pumps (Identify by position).....  
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....  
 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....  
 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....  
 38 Independent Air Compressors, Coolers & Safety Devices..... 39 Auxiliary.....  
 39 Air Receivers & Safety Devices—Main.....  
 41 Oil Fuel Tanks (Not forming part of hull structure).....  
 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....  
 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....  
 AUXILIARY ENGINES (Identify by position) HP forced draught fan engine †

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a	Generators		l Generators & Governors
b	Exciters		
c	Air Coolers		m Motors
d	Motors		
e	Air Coolers		n Switchboards & Fittings
f	Control Gear, Cables, etc.		o Circuit Breakers
g	Insulation Resistance		p Cables
h	Insulating Oil Test		q Insulation Resistance
i	Overspeed Governors		r Steering Gear Generators and Motors
j	Magnetic Couplings		s Navigation Light Indicators
k	Air Gap		

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)  
 MAIN..... AUXILIARY, DONKEY or PRESS.....  
 Superheaters.....  
 Safety Valves.....  
 Mountings, Doors & Fastenings.....  
 Safety Valves Adjusted to { Sat.....  
 { Spt.....  
 Boiler Securing Arrangements..... Exhaust Gas Heated Economisers.....  
 Main Economisers..... Steam Generator Safety Valves Adjusted to.....  
 Steam Heated Steam Generators..... Forced Circulating Pumps.....  
 Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Funnel.....  
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....

EXAMINATION & TESTING OF STEAM PIPES (State material)  
 Main..... Auxiliary (over 3 in. bore).....  
 Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)  
 Damage Repairs.....

Damage to the HP and LP forced draught fan engines.  
 Damage (1) to the HP forced draught engine alleged to have been caused by the after cross bearing bolt fracturing on 3rd July, 1962.  
 Damage (2) to the LP forced draught fan engine alleged to have been noted on 1st July 1962, cause not stated or apparent at the time of Survey.  
 When the alleged casualties occurred the ship was on a loaded passage from Chalmers to Colombo.

Continued.....

Survey fees Damage Repairs. Rs. 160.00

Damage fee .....  
 Expenses... .. Rs. 18.00

Date when A/c rendered... 13th July, 1962.

Rpt. 9a.

Port of Colombo

Continuation of Report No. 5174

dated 13th July, 1962.

JUL 1962  
 on the "CLAN BUCHANAN"

FOUND

RECOMMENDED

Damage (1)

HP Forced draught fan engine.

This engine had not been dismantled and the full extent of the damage was not ascertained.

Cylinder cover fractured in numerous places.

To be renewed.

Crankcase fractured in numerous places at sides and diaphragm smashed.

To be renewed.

After crosshead bearing bolt fractured. Forward crosshead bearing bolt bent.

Both bolts to be renewed.

Crosshead bearing, top and bottom halves twisted.

To be renewed.

Cylinder, piston and rod, connecting rod, crankpin bearing and crankshaft to be examined and dealt with as found necessary.

Time did not allow for this engine to be completely opened out and a similar engine from the "Clan Chisholm" has been placed on board, this, the Chief Engineer stated, would be fitted on the ship's arrival in the United Kingdom.

Damage (2)

LP Forced draught fan engine.

Cast Iron Stool

Fractured on forward starboard corner.

$\frac{3}{8}$ " plate secured by  $\frac{3}{4}$ " studs

This fracture ran from the lower forward lightening hole of the starboard side, to

to be fitted over forward

mid-height of the stool and the down into

half of starboard side.

the lower starboard lightening hole on the

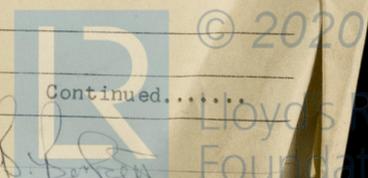
4" x 3" x  $\frac{1}{2}$ " angle to be

forward side. The internal web in way of

bolted down starboard side

was also fractured.

of forward side.



FOUND

RECOMMENDED.

Steam pipe holed at bulkhead, this was stated to have been caused by the vibration set up.

To be cropped and part renewed.

This stool had other fractures that had been repaired by the bolted plates and angles previously.

Repairs to the LP engine stool have been completed.

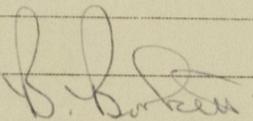
Repairs to the HP engine have been deffered until the ships arrival in the U.K.

The engine that has been placed on board, is ex inboard forced draught of the

"Clan Buchanan" . please see Colombo Report No. 5175.

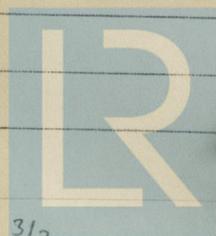
This engine is James Howder & Co. Type F/10 Ref. M.E. 2529.

† The machinery of this ship is considered satisfactory meanwhile without the use of the HP forced draught fan engine, however, in my opinion, this engine should be put into working order at the earliest opportunity.



(B. BORKETT)

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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