

Rpt. 9

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

WRECK
SECTION

No. 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"
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

Hull		Machinery	
BS*	SS	MBS*	ES
12/59	7/61	12/59	11/61
		TS CLp&s	9/57
		SPS	12/59

Records of Survey & Special Notations as per Register Book

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.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined fitted a continuous liner? Approved oil gland?
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
Cyls., Covers, Pistons & Rods
Valves & Gears
Connecting Rods, Side
Top Ends & Guides Centre
Crankpins & Side
Bearings Centre
Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Journals & Bearings
Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Journals & Bearings
Levers
SCAVENGE BLOWERS
SUPERCHARGERS
MAIN TURBINES
Casings, Rotors, Blading, Bearings & Thrusts
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 & MANŒUVRING VALVES
MAIN ENGINE DRIVEN PUMPS
CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?
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.

20m.4.61 T. (MADE AND PRINTED IN ENGLAND)

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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

40 Auxiliary

39 Air Receivers & Safety Devices—Main

41 Oil Fuel Tanks (Not forming part of hull structure)

43 Have Evaporator Safety Valves been tested under steam?

42 Evaporators

45 Windlass

46 Fire Extinguishing Arrangements

44 Steering Machinery

AUXILIARY ENGINES (Identify by position) HP forced draught fan engine

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

Auxiliary (over 3 in. bore)

Main

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

Were Copper Pipes annealed?

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 ... Rs. 18.00

Expenses... ..

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

Rpt. 9a.

Port of Colombo

Continuation of Report No. 5174

dated 13th July, 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 ships arrival in the United Kingdom.

Damage (2)

LP Forced draught fan engine.

Cast Iron Stool

Fractured on forward starboard corner.

3" plate secured by 2" studs

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

to be fitted over forward half of starboard side.

mid - height of the stool and the down into

4" x 3" x 1/2" angle to be

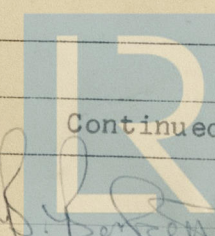
the lower starboard lightening hole on the

bolted down starboard side

forward side. The internal web in way of

of forward side.

as also fractured.



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of Colombo

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on the
"CLAN BUCHANAN"FOUNDRECOMMENDED.

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.

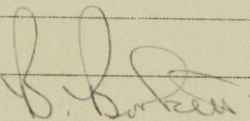
Repairs to the HP engine have been deffered until the ships arrival in the U.K.

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

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

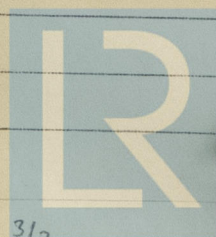
This engine is James Howder & Co. Type F/10 Ref. M.E. 2529.

† 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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