

WRECK SECTION

WRECK SECTION

Rpt. 9

Date of writing report 11-3-59 No. 8272 Received London Port DURBAN No. 8272
Survey held at Durban No. of visits 3 First date 7-3-59 Last date 10-3-59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 56934 Name S.S. "CLAN FORBES" Gross tons 7703 Date of build 1938-12
Owners The Clan Line Steamers Ltd. Managers Cayzer, Irvine & Co. Ltd. Port of Registry Glasgow
Engines made 1938 By J. G. Kincaid & Co. Ltd. Type T 6Cy. & LP turbines with DR gearing & hydraulic couplings

No. of Main Engines 2 No. of Screws 2
No. of Main Boilers 5 SB W.P. 220 lb Spt
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Repairs
Was Damage Report issued? No Int. Cert? Yes
Last Report (For Head Office only)

Hull	Machinery
+100 Al with freeboard	+LMC 2,55
4,58	MBS M 11,57
SS Gls 7,55	TS CL p 11,57
	s 10,56
	SPS 7,55

89580 - gls

The 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 the 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/Tub shaft 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

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides { Side Centre
4 Crankpins & Bearings { Side Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this ship is in safe working order and eligible in my opinion to remain as classed.

Date of Committee TUESDAY 21 APR 1959
Decision As usual

© 2021 Lloyd's Register Foundation
D. Y. Bacon
Engineer Surveyor to Lloyd's Register of Shipping

Noted for Header

003006 - 003012 - 0119

If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

- 33 Essential Independent Pumps (Identify by position).....
- 34 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
- 35 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
- 36 Fresh Water Coolers..... 37 Lub. Oil Coolers..... 38 Heaters (state service).....
- 39 Independent Air Compressors, Coolers & Safety Devices.....
- 40 Air Receivers & Safety Devices—Main..... 41 Auxiliary.....
- 42 Oil Fuel Tanks (Not forming part of hull structure).....
- 43 Evaporators..... 44 Have Evaporator Safety Valves been tested under steam?.....
- 45 Steering Machinery..... 46 Windlass..... 47 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			1 Generators & Governors.....
b Exciters.....			
c Air Coolers.....			m Motors.....
d Motors.....			n Switchboards & Fittings.....
e Air Coolers.....			o Circuit Breakers.....
f Control Gear, Cables, etc.....			p Cables.....
g Insulation Resistance.....			q Insulation Resistance.....
h Insulating Oil Test.....			r Steering Gear Generators and Motors.....
i Overspeed Governors.....			s Navigation Light Indicators.....
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.....

Main Economisers..... Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel.....

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)

Attended at the request of Chief Engineer to examine the forward length of main injection pipe (copper) on port side, which was reported holed.

Pipe sent to shop and after cleaning examined and found wasted adjacent to one seam of pipe. A brazed copper patch 6'- 0" x 10" fitted over seam and on completion of repair pipe tested to 30 lbs and found tight.

Mending up pipe effects.

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

LEAVE THIS SPACE BLANK

14 APR 1959

T.M.A.

Survey fees .. £9. 9. 0.

Damage fee ..

Expenses .. £0.16. 0.

Date when A/c rendered. 10/3/59.

