

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS
(ENGINES AND AUXILIARIES)

Received London

29 NOV 1963

2 DEC 1963

25 DEC 1963

hdw

Ship's Name SS/MS "CLAN MACAULAY"

Gross tons 10492

Is there a rpt. 8? no

Port Rotterdam

Rpt. No. 57194

No. of visits 1

First date and

Last date 31-10-'63

Interim Cert. issued
& copy herewith? noDamage rpt. issued
& copy herewith?

Last rpt. (H.Q. only) TH.159

Date of
completing rpt. 11-11-63

Surveyed at, if different from Port above

Is a rpt. 9B
attached? no

MN

Nature of survey Damage repairs

Survey fees

Damage fee

Expenses f 3,50

f 60,--

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers,
pistons & rods

2 Valves & gears

3 Con. rods, top ends
& guides centre

Side

4 Crankpins &
bearings centre

Side

5 Journals &
bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers,
pistons & rods7 Con. rods &
top ends8 Crankpins &
bearings9 Journals &
bearings10 Coolers &
safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers,
pistons & rods12 Con. rods &
top ends13 Crankpins &
bearings14 Journals &
bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors,
blading, bearings
& thrusts

15 Levers

17 Reduction
gearing18 Scavenge
blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of,
subject to all outstanding conditions of class as previously recommended.

(Where conditions of class are recommended to
be retained, imposed, amended or deleted, particulars
must be stated above and on the interim certificate.)

Date of Committee

M.Th. Putting.

Minute

FRIDAY 13 DEC 1963

See Wreck Rpt.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

003958-003963-0124 1/2

At part or complete Special Surveys those items which are not applicable
to the ship are to be cancelled; 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 omitted from forward.

considered that re-examination or repairs should
be made before that date a distinguishing mark
thrust should be inserted against the item and the
circumstances and action taken or recommended
described fully under "defects and repairs".

The condition of any item is to be described as "good"
only when it has been examined, found or placed in
good condition, and is considered to be acceptable
until the due date of the next Periodical Examina-
tion. Where repairs have been effected or it is

Exhaust steam
turbines (with
20 recip. eng.)

22 Steam compressors

24 Clutches & hydraulic couplings

26 Steam re-heaters

28 De-super-heaters

Stop & manoeuvring valves

33 Main engine driven pumps

Thrust blocks
21 shafts & bearings

23 Intermediate shafts & bearings

25 Condensers
 (main & aux.)

27 Air ejectors
(main & aux.)

29 Forced &/or induced draught fans

31 Holding down
bolts & chocks

32 Detuner or vibration damper

State
Port P. or
Starboard S.

34 Crankcase doors & explosion relief devices

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

39 Fresh water coolers

40 Lub. oil coolers

41	Heaters (state service)
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42 Feed water filters

43 Auxiliary air receivers
& safety devices

44 Starting air pipes

45 Main air receivers
& safety devices

46 Independent air compressors
coolers & safety devices

Identify
by
position

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

Evaporators
49 HP & LP

50 Distillers

51 Fire extinguishing arrangements

Steering
52 machinery

53 Windlass

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage to L.P. cylinder and slide valve of P. main steam engine, stated to have been sustained on voyage from U.K. to South Africa and previously reported.

Attended on board vessel on Owners request and found P. engine still compounded and L.P. cylinder out of use, and in the same condition as previously reported.

As it is the Owners intention to have this vessel probably in service for another half year instead of being scrapped on arrival at the United Kingdom, as stated by the Owners superintendent.

No repairs were carried out in this port and the vessel left for Hamburg and the U.K. in the same condition.

It was discussed what recommendation should be done for repairs and it was pointed out that the Surveyors at the repair port should be called in before commencement

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

of the repairs.

In my opinion and it was agreed by the Superintendent that the slide valve should be renewed, the false face repaired by metalock methode and the cylinder either be bored out and an separate liner of sufficient wall thickness should be fitted.

No decision was made yet whether or not the L.P. cylinder will be repaired or the engine left compounded as it is now.

The attention was also drawn to the boiler and Special^{Survey}/nearly due together with the R.M.C. surveys.

No certificate was issued in this port.

SURVEYOR TO LLOYD'S REGISTER

M.Th.Putting

