

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office, OCT 17 1940)

Date of writing Report 19 When handed in at Local Office 12. 10. 1940 Port of Glasgow

No. in Reg. Book 72389 Survey held at Glasgow Date, First Survey 9. 10. 1940 and Last Survey 9. 10. 1940
(No. of Visits 1)

72389, on the Machinery of the Wood, Iron or Steel CLAN FRASER

Tonnage } Gross 7529 Vessel built at Greenock By whom Greenock Dry Dock Ltd When 1939 - 2
 Net 3524 Engines made at Greenock By whom J. J. Kincaid & Co Ltd When 1939

Nominal Horse Power 1370 Boilers, when made (Main) 1939 (Donkey) ✓

No. of Main Boilers 5585/1 Owners The Clan Line Steamers Ltd Owners' Address _____
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓ Managers Bayzer Irvine & Co Ltd Port Glasgow Voyage _____

Steam Pressure in Main Boilers 220 If Surveyed Afloat or in Dry Dock Greenock Dry Dock
 (State name of Dock.)

in Donkey Boilers ✓

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Dry

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

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? No

" " Donkey " " " " _____

If this was not done, state for what reasons? Survey not due

And what parts of the Boilers could not be thus thoroughly examined? _____

Also 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 _____

Did the Surveyor examine the Safety Valves of the Main Boiler? _____ To what pressure were they afterwards adjusted under steam? _____

Did the Surveyor examine the Safety Valves of Donkey Boiler? _____ To what pressure were they afterwards adjusted under steam? _____

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? _____, 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? _____, and of the Donkey Boilers? _____

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

Has shaft now been changed? _____ If so, state reasons _____

Has the shaft now fitted been previously used? _____ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

State date of examination of Screw Shaft _____ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1 1/4 5/16

Engine parts, when referred to by numbers, should be counted from forward. _____

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? _____

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 dry dock, Propeller end of stern tube and underwater fittings examined and found in order.

9/10/40

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as now seen is in efficient condition and eligible in my opinion to remain as classed without fresh record.

(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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

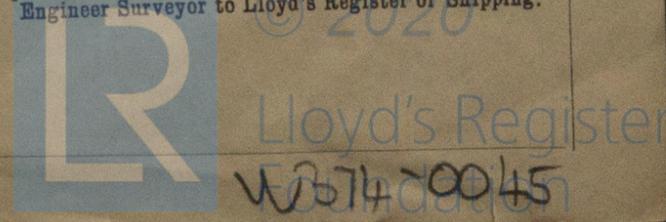
Survey Fee (per Section 29).....	£ ✓ :		Fees applied for
Special Damage or Repair Fee (if any).....	£ ✓ :		
Travelling expenses (if chargeable).....	£ ✓ :		
			Received by me,

Committee's Minute GLASGOW 15 OCT 1940
 Assigned As now

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Year and Month.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 1-40 with fuelboard.		+LMC 2-39 CL.
Fitted for Oil Fuel 2,39 F.P. above 150°F		

RETAIN

J. M. Dale
 Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book

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

Notes.
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11/10/10.

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