

WRECK SECTION

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

L.A. 7724.
No. ~~1002~~ 1002/41

RETAIN

(Received at London Office) AUG 1941

Date of writing Report: April 10th 1941 When handed in at Local Office: 19 Port of MALTA

No. in Reg. Book: Survey held at MALTA Date, First Survey: 9th Dec. Last Survey: 14th Dec. 1940 (No. of Visits)

~~72200~~ on the Machinery of the Wood, Iron or Steel T/S "CLAN FRASER"

Gross Tonnage: ~~72389~~ 72389 Net Tonnage: 3524 Vessel built at GREENOCK By whom Dockyard Co. Ltd., GREENOCK When 1934-2

Nominal Horse Power: -1370 Engines made at GREENOCK By whom J.G. Kincaid Co. Ltd. When 1939

No. of Main Boilers: -5 Boilers, when made (Main) 1939 (Donkey) -

No. of Donkey Boilers: - Owners: Clan Line Steamers Ltd. Owners' Address: (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers: -220 Managers: Cayzer Irvine & Co. Ltd. Port: GLASGOW Voyage: -

in Donkey Boilers: - If Surveyed Afloat or in Dry Dock: Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 42954 Port - Els

Particulars of Examination and Repairs (if any)

(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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? Furnaces and general internal condition only 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: No. 4 and No. 5 14th December, 1940. Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? No, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? No, and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? - 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 -

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? -

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 -

Examination carried out

<u>No. 4 Boiler</u>	Examined internally and found in good condition with no traces of oil. Two lower and Port upper furnaces found distorted to a maximum of 2 inches. Furnaces were reformed and boiler tested to working pressure.
<u>No. 5 Boiler</u>	Examined internally and found in good condition with no traces of oil. Two lower furnaces found distorted to a maximum of 2 inches. Furnaces were reformed and boiler tested to working pressure.

General Observations, Opinion, and Recommendation:—

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

The machinery of this vessel so far as can be seen is in good condition, and the vessel is eligible, in my opinion, to remain under present classification, without fresh record of boiler survey.

Survey Fee (per Section 29).....	£ 4 : 0 : 0	Fees applied for April, 1941 Received by me, 19
Special Damage or Repair Fee (if any) (per Section 29).....	£ -	
Travelling expenses (if chargeable).....	£ -	

Committee's Minute TUE. 26 AUG 1941
Assigned As now

Plimpton
Engineer Surveyor to Lloyd's Register of Shipping.
Commander (E), Royal Navy.
for MANAGER, ENGINEERING DEPARTMENT.

Lloyd's Register Foundation

W 374-0046

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

10m, 3, 30c Transfer Ink. (MADE AND PRINTED IN ENGLAND) The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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

Several funnels distorted
now jacked up.

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

Men

26.8.41

Vessel reported Sunk



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