

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

(Received at London Office 31st FEB 1918)

Date of writing Report 4<sup>th</sup> Feb 1918. When handed in at Local Office 4<sup>th</sup> Feb 1918. Port of London.

No. in Reg. Book. Survey held at Silbury Date, First Survey 4<sup>th</sup> Feb 1918 Last Survey 4<sup>th</sup> Feb 1918  
1160. on the Machinery of the Wood, Iron or Steel S/S "CLAN MACKAY." Master C. J. Higgins  
Tonnage { Gross 6580 Vessel built at Newcastle By whom Wm. Blair & Co. Ltd. When 1917 1.  
Net 4190 Engines made at Newcastle By whom H. E. Marine Eng. Co. Ltd. When 1917  
Registered Horse Power 662 Boilers, when made (Main) 1917 (Donkey) 1917  
No. of Main Boilers 3 Owners Cayzer, Irvine & Co. Ltd. Port Glasgow Voyage  
No. of Donkey Boilers 1 Owners Cayzer, Irvine & Co. Ltd. Port Glasgow Voyage  
Steam Pressure in Main Boilers 180 lbs. Surveyed Afloat or in Dry Dock Silbury  
in Donkey Boilers 100 lbs. (State name of Dock.)

Last Report No. Port  
Particulars of Examination and Repairs (if any) DOCKING  
Periodical Surveys, when held, must be reported in detail and serially 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.

CHARACTER.	Year and day of survey.	Machinery and Boiler Survey.
For Special Survey.		
Date of last Survey and of Periodical Surveys.		
<u>Final Shellwork</u>		<u>FLMCI-17</u>
<u>with freeboard</u>		
<u>7-17</u>		

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.  
Do. " Donkey " " " No.  
If this was not done, state for what reasons? Boilers not due for survey.  
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?  
Did the Surveyor examine the Safety Valves of the Main Boiler? No. To what pressure were they afterwards adjusted under steam? Not adjusted.  
Did the Surveyor examine the Safety Valves of Donkey Boiler? No. To what pressure were they afterwards adjusted under steam? Not adjusted.  
Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No. , and of the Donkey Boiler? No.  
Did the Surveyor examine the drain plugs of the Main Boilers? ☒ , and of the Donkey Boiler? ☒  
Did the Surveyor examine all the mountings of the Main Boilers? No. , and of the Donkey Boiler? No.  
Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner? ☒ or two liners? ☒ or is it without liners? ☒  
Has shaft now been changed? No. If so, state reasons ☒  
Is the shaft now fitted new? ☒ Has it a continuous liner? ☒ or two liners? ☒ or is it without liners? ☒  
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16"  
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Vessel placed in dry dock.  
Propeller and fastenings of stern bush and of sea connections  
examined and found in good condition.

General Observations, Opinion, and Recommendation:— This Vessel's Machinery so far as  
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, E.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, (40 lb., E.S., &c.)  
seen is in order and eligible in my opinion to remain as classed  
without fresh record.

Survey Fee (per Section 22) £ 19 Fees applied for  
Special Damage or Repair Fee (if any) £ 19  
(per Section 22.)  
Travelling Expenses (if chargeable) £ 19 Received by me,

Committee's Minute TUE. 19 FEB. 1918 ERL 24 MAY 1918  
Assigned as above

J. Robinson  
Engineer Surveyor to Lloyd's Register of Shipping.





It is submitted that  
this vessel is eligible to  
remain as **CLASSED**,

*S.M.*  
14. 2. 18.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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