

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

(Received at London Office

20 JUL 1927

Date of writing Report 19th July 1927 When handed in at Local Office 19th July 1927 Port of Swansea
 No. in Reg. Book 2474 Survey held at Swansea Date, First Survey 27th June Last Survey 16th July 1927
 on the Machinery of the Food, Iron or Steel "INCHDAIRNIE"
 Tonnage Gross 6596 Vessel built at Knighorn By whom Knighorn S. B. Co When 1921-5
 Net 4024 Engines made at Glasgow By whom J. Howden & Co Ltd When 1921
 Nominal Horse Power 678 Boilers, when made (Main) 1921 (Donkey)
 No. of Main Boilers 3 Owners Fletcher Owners' Address Glasgow Port Glasgow Voyage Newfoundland
 No. of Donkey Boilers 2 Managers Price of Wales Jetty Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 200 lb Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. 46868 Port Cff. Repairs & B.S.
 Particulars of Examination and Repairs (if any) B.S.

(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? Yes

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

Do. " Donkey " " " " Yes

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

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

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 lbs (all reqd)

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

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

Has shaft now been changed? Yes If so, state reasons Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Survey Complete.

It was stated the vessel, put into Swansea owing to a defecting tube in the fire (or bottom) row of the Centre Main Boilers (Babcock & Willcox type W.T. Boilers). Now done - Vessel lying afloat. The Centre Boilers examined and one tube in the fire row found holed.

The three boilers with their mountings have been opened out cleaned and examined, and a number of tubes in the fire row of each boiler found bulged and defective.

The following repairs have now been carried out:-
 Port Boilers - 11 tubes in the fire (or bottom row) renewed; also 4 tubes (small) renewed in 1 nest in the 2nd header from Port side (these tubes take the place of 4 tubes removed at some previous time, the holes in the headers having been plugged). 1 tube in the 1st header from Port side now renewed replacing tube found defective at the water test.

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, E.S. 9, 11, E.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)
 The machinery & boilers of this vessel are now in a good and efficient condition and eligible in my opinion to remain as classed with fresh record of B.S. 7-27.

Survey Fee (per Section 28) £ 4.0.0
 Total Damage or Repair Fee (if any) (per Section 25.) £ 5.8.0
 Calling Expenses (if chargeable) £ 0.0.0
 Fees applied for 19-7-1927
 Received by me, J. Seller 21.7.1927
 FRI. 22 JUL 1927

Committee's Minute Assigned
 Assigned Eng. Fee
 See list.
 FRI. 2 SEP 1927
 FRI. 23 MAR 1928
 Lloyd's Register Foundation

to be sent now, or when will it be sent?

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

If a Certificate required: If so, to be sent to

B. S. due 10.27. Told a number of tubes removed & brass tested L.P. turbine rotor changed some repairs effected to machinery.

It is submitted that this vessel is eligible for THE RECORD. B.S. 727

21/7/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Swansea

Continuation of Report No. 17601 dated 19th July 1927 on the

S.S. "Inchdairie"

the Main Boilers - 14 tubes in the fire (or bottom) row renewed
1 feed check valve chest renewed.

Board Main Boilers - 16 tubes in the fire (or bottom row) renewed.

Boilers were tested by water pressure to 300 lbs pressure & examined under steam found satisfactory.
safety valves were afterwards adjusted under steam to the low pressure.

Low Pressure Turbine has now been opened out and examined blades (stud) in the astern rotor found badly corroded. rotor has been put ashore and a spare rotor fitted.
stud blades in the astern diaphragms have now been scraped & cleared.

Labyrinth & carbon packings have now been renewed & the rotor bedded down.

H.P. Turbine casing lifted high enough to allow the carbon packings overhauled & refitted. (It was not possible to examine the rotor this time).

Dual Air Pump has been opened out and examined, new gaskets now fitted to the buckets, and new studs to all the bucket & head valves.

Engine Room stop valves opened out, examined & refitted.

Engines were afterwards tried under working conditions & found satisfactory.

J. S. Ellis