

COPY.

CARDIFF. 46,868

# Lloyd's Register of Shipping.



Port of CARDIFF.

2nd June 1927.

This is to Certify that

A. URVIN,

the undersigned Surveyor to this Society did at the request of the Owner (Mr. J. Fletcher) survey the steel screw steamer

"INCHDAIRNIE",

6596 tons gross, of Glasgow, as she lay afloat in the Queen Alexandra Dock, Cardiff, on the 9th May 1927, and subsequent dates for the purpose of ascertaining the nature and extent of damage stated to have been caused by heavy weather on 21st and 22nd June 1926 whilst in loaded condition on a voyage from Wabana to Rotterdam.

On proceeding aboard, the Owner stated that the engine room double bottom tank was used as a fresh water feed tank for the watertube boilers, and in consequence of the heavy weather encountered on the above mentioned voyage, the vessel had been strained in way of the engine room tank and as a result, sea water had entered and salted the boiler feed water.

For further particulars please see Log Books.

The engine room tank was sounded and found to contain six inches of water on the starboard side and ten inches on the port side. The density of the water

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While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for accuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

in the port side of the tank was tested and found of slightly greater density than the dock water outside. The tank was subsequently pumped dry and on examination was found to be isolated from the ballast tanks by means of a dry tank at the forward end and a cofferdam of one frame space in length at the after end. The centre girder was watertight. In the port side tank an injection valve compartment was formed of three frame spaces in length and extending from the shell plating to about three feet inboard. The sides and ends of this compartment were found to have been temporarily repaired by means of cement fillets round the edges and one small wood wedge was also found fitted between the tank top and connecting angle. These repairs appeared to be of recent date and slight leakage was still taking place.

It was recommended that the riveting and caulking of the injection valve compartment be overhauled and made good in drydock.

This recommendation being made so as to place the vessel in the same good and efficient condition as before the alleged damage occurred.

Temporary repairs being requested by the Owner, it was recommended that an efficient cement box be now fitted covering the entire area of the ends and inner side of the injection valve compartment.

*Alexander Murray*

Fee. £5-5-0.

SURVEYOR TO LLOYD'S REGISTER.



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W482-0405 1/2