

Report of Survey for Repairs, &c., of Engines and Boilers. No. 46,486

Date of writing Report 23rd Apr 1927 When handed in at Local Office 25th Apr 1927 (Received at London Office - MAY 1927) Port of CARDIFF

Survey held at CARDIFF Date, First Survey 8th Apr 1927 Last Survey 22nd Apr 1927
 on the Machinery of the Wood, Iron or Steel S.S. Inchdairnie (No. of Plates 9)
 Gross 6596 Vessel built at Kinghorn
 Net 4024 Engines made at Glasgow
 By whom Kinghorn S. B. Co When 1921 5
 By whom J. Howden Co Ltd When 1921
 (Donkey)
 Main Boilers 3 Owners J. Fletcher
 Managers
 Owners' Address Port Glasgow
 (If not already recorded in Appendix to Register Book.)
 Voyage
 Main Boilers 200 lbs
 Donkey Boilers
 Surveyed Afloat or in Dry Dock Aboumt Stuart
 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTERS for Special Survey, Date of last Survey and of Periodical Surveys.
 Machinery and Boiler Surveys (including date of N.E., if any).

100 A 1	L.M.C. 7.24
Shets OK with fts 9.26	B.S. 10.26
S.S. 90 701-24	J.S.C.L. 8.25
	W.T.B.
	No. Blus not due for survey.

Particulars of Examination and Repairs (if any) H.P. Turbine, etc.
 Medical Surveys, when held, must be reported in detail and certain in the terms of the Rules. State clearly the nature 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 the names and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has referred his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom?
 Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
 " " Donkey " " " "

Where was not done, state for what reasons?
 What parts of the Boilers could not be thus thoroughly examined?
 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?

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

Does the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?
 , and of the Donkey Boiler?
 Does the Surveyor examine the drain plugs of the Main Boilers?
 , and of the Donkey Boiler?
 Does the Surveyor examine all the mountings of the Main Boilers?
 , and of the Donkey Boiler?

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

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?

What is the distance between lignum vitae or balsa-wood of stern bush and top of after bearing of screw shaft? 5 3/32
 If the survey is not complete, state what arrangements have been made for its completion and what remains to be done? Survey complete

Examined turbine thrust, collars and bearings, these scraped, dressed and refitted. Rotor casing cover lifted, the carbon packings and springs, at fore and aft ends found more or less broken, new carbon packings and springs fitted. Shaft in way of bearings dressed. Casing cover rejoined.

The fastenings of propeller and sea connections examined and found good.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as examined is in good condition and eligible in my opinion to remain on the classed without fresh record, and vessels name to remove from special reasons list for H.P. Turbine thrust and bearings.

(per Section 28) Fees applied for
 Survey or Repair Fee (if any) £ 19
 Expenses (if chargeable) £
 Received by me, £ 19

Surveyor's Minute FRI. 13 MAY 1927
 As above, without expl. Cardu.

FRI. 24 JUN 1927 James Barclay Engineer Surveyor to Lloyd's Register of Shipping.
 FRI. 22 JUL 1927
 FRI. 2 SEP 1927
 FRI. 23 MAR 1928
 Lloyd's Register Foundation W482-0409

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

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

Turbine thrust & bearings
etc made good.

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.

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

without special restrictions.

JWD.
11/5/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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