

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

No. 6605

(Received at London Office)

14 DEC 1926

of writing Report Dec 10th 1926 When handed in at Local Office Dec 10th 1926 Port of Falmouth

Survey held at Falmouth Date, First Survey Nov 16th Last Survey Dec 9th 1926
(No. of Visits 14)

on the Machinery of the Wood, Iron or Steel SS "INCHDAIRNIE"

Gross 6596
Net 4024 Vessel built at Kinghorn By whom Kinghorn S&B Co Ltd When 1921-5

Engines made at Glasgow By whom J. Howden & Co Ltd When 1921

Boilers, when made (Main) 1921 (Donkey)

Owners J. Fletcher Owners' Address (if not already recorded in Appendix to Register Book)
Port Glasgow Voyage N. America

Managers _____

If Surveyed Afloat or in Dry Dock afloat
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned to be examined.	Machinery and Boiler Surveys (including date of N.E., if any).
<u>1100 A.1 Shelter DK with free. 9.26</u>		<u>+ LMC 7.24 BS 10.26 CL 8.25</u>
<u>85 Gls No. 24</u>		<u>WTB</u>

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and the 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 declined his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom? none required.

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

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

Were any parts of the Boilers not examined? If so, state for what reasons?

Were any special means, in the absence of internal examination, 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? To what pressure were they afterwards adjusted under steam?

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

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

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? , and of the Donkey Boiler?

Has the 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 the screw shaft now been changed? If so, state reasons.

Has the screw 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 bearing metal of stern bush and top of after bearing of screw shaft? Used afloat.

Is the survey complete, state what arrangements have been made for its completion and what remains to be done? Complete.

Damage stated to have been sustained during voyage from Falmouth to United States port.

HP turbine damaged at thrust, astern blading & bearings.

LP shaft (M.T. 79) not reparable at thrust.

LP turbine (M.T. 78) replaced on board. rotor put in lathe & thrust collars turned up. Thrust bearings remetalled to suit.

HP & pinion bearings on HP & LP remetalled & tried for alignment by turned mandrel. LP thrust remetalled.

Main thrust & gear bearings examined & found in order.

Main engines examined on sea trial on Nov. 3rd. HP & LP.

Trusts overhauled & lubrication arrangements adjusted T.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my opinion to remain as classed subject to HP turbine thrust & bearings being examined on vessel's return from present voyage.

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

(per Section 28) £ _____
Damage or Repair Fee (if any) (per Section 28.) £ 8.8.0
Expenses (if chargeable) FRI. 17 DEC 1926

Fees applied for Dec 11 1926
Received by me, 5.1.1927

Committee's Minute
As now subject

TUES. 21 DEC 1926
FRI. 25 MAR 1927
FRI. 24 JUN 1927
FRI. 13 MAY 1927

2019
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register
Foundation
FRI. 22 JUL 1927
FRI. 2 SEP 1927
FRI. 23 MAR 1928
W482-0425

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

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

Main engines again tried under sea conditions
& found satisfactory.

Lubricating oil renewed & oil separator fitted on
board. The gravity tanks have now been fitted
with overflow pipes at $\frac{3}{4}$ height & leading to sight
feed glass on way to sump. Steam whistle
alarm also fitted in working order.
The original HP rotor shaft has been turned up
in way of thrust collars & placed on board
as spare. Spare HP thrust bearings have been
placed on board ready for fitting.

R. Moffitt.

Note. Turbine M.T. 79 will require new labyrinth rings
between stages, new astern nozzle plates; the
rotor shaft & 2 astern wheels will also have to
be renewed. before fitting in another vessel.

R.M.