

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

(Received at London Office 12 NOV 1926)

Date of writing Report *Nov. 11th 1926* When handed in at Local Office *Nov 11th 1926* Port of *Falmouth*

No. in Reg. Book *Survey held at Falmouth* Date, First Survey *Nov 5th* Last Survey *Nov 19th 1926*

Supp *89454* *On the Machinery of the Wood, Iron or Steel* *S.S. "INCHDAIRNIE."* (No. of Visits *4*)

Tonnage { Gross *6596* Vessel built at *Kinghorn* By whom *Kinghorn Shd.* 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 w/10* Owners *U. Fletcher* Owners' Address (if not already recorded in Appendix to Register Book).
 No. of Donkey Boilers *✓* Managers *Port Glasgow* Voyage *✓*

Steam Pressure in Main Boilers *200* If Surveyed Afloat or in Dry Dock *Afloat* (State name of Dock.)

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

Last Report No. *15747* Port *Rot.*

Particulars of Examination and Repairs (if any) *Repairs.*

(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.)

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

Report made by anyone else? If so, by whom?

Personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " "

state for what reasons?

the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the
 himself of the thorough efficiency of those parts of each Boiler?

Examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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?

changed? If so, state reasons

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?

between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

vessel afloat.

complete, state what arrangements have been made for its completion and what remains to be done? *Complete*

ount of the high pressure turbine thrust running hot &
 thrust collars being badly scored, the HP turbine &
 complete has been renewed. It was stated that
 turbine was originally intended for a Standard Vessel but not used
 identification the new turbine was stamped "M.T. 79"
 14 1/2" HP Belt. 300 lbs 5. 12. 18. Surveyors initials not
 herable. The old HP turbine is stamped "M.T. 78"
 lubricating oil system has now been cleared & made satisfactory
 lection the machinery was examined under working
 tions & found satisfactory
 recommended that the old turbine rotor shaft be
 d with one new thrust cap. & the bearings be reset as necessary.
 observations, Opinion, and Recommendation: *The machinery of this*
 at alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequently upon this survey, and also
 then required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, & M.S. 9, 11, or L.M.C. 9, 11,
 is eligible in my opinion to remain as classed
 otation of *+ N.E. (HP turbine) 11. 26.* or notation as approved by
 committee.

Special Damage or Repair Fee (if any) (per Section 25.)

Travelling Expenses (if chargeable)

Committee's Minute

Assigned

Fees applied for

NOV. 11 1926

Received by me,

15.12.26

TUES. 16 NOV 1926

FRI. 17 DEC 1926

FRI. 25 MAR 1927

TUES. 21 DEC 1926

FRI. 13 MAY 1927

FRI. 24 JUN 1927

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 22 JUL 1927

FRI. 2 SEP 1927

FRI. 23 MAR 1929

W482-0434

A.P. turbine thrust heated & scored the
thrust collar.

N.B.—If this Report is copied by copying Press, especial

A.P. turbine renewed.

It is submitted that
this vessel is eligible to
remain as O.T.S.T.D.

2019
13/11/26

or to cause it to show through to the other side.

THE SUN

MARGIN.



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Foundation