

# 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

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

Tonnage { Gross 6596 Net 4024 Vessel built at Kinghorn By whom Kinghorn ShIP When 1921-5

Nominal Horse Power { 678 Engines made at Glasgow By whom J. Howden & Co Ltd. When 1921

No. of Main Boilers 3 w/10 Boilers, when made (Main) 1921 (Donkey)

Owners' Address (if not already recorded in Appendix to Register Book) Port Glasgow Voyage

Managers U. Fletcher

No. of Donkey Boilers  Managers U. Fletcher

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

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last Survey expired.	Machinery and Boiler Surveys (including date of N.E., if any).
<u>+100 A.I. Shelter</u>		<u>TIME 7.24.</u>
<u>DK with Freeb'd</u>		<u>AS. 10.26</u>
<u>9.26.</u>		<u>CL 8.25.</u>
<u>SS Gls No. 24.</u>		

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

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 lbs 0" HP Belt. 300 lbs 0" 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 deletion the machinery was examined under working tions & found Satisfactory e recommended that the old turbine rotor shaft be d with one new thrust cap. & the bearings be re-metalled as necessary.

ervations, 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, consequent 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, &c.) is eligible in my opinion to remain as classed station of + N.E. (H.P turbine) 11. 26. or notation as approved by committee.

Special Damage or Repair Fee (if any) (per Section 25.) 3.3.0

Travelling Expenses (if chargeable) 2

Committee's Minute TUES. 16 NOV 1926

Assigned As now

Fees applied for NOV-11 1926

Received by me, 15.12.1926

Signature: R. M. Pitt

Engineer Surveyor to Lloyd's Register of Shipping.

Stamp: FRI. 17 DEC 1926, FRI. 25 MAR 1927, TUES. 21 DEC 1926, FRI. 13 MAY 1927, FRI. 24 JUN 1927, FRI. 22 JUL 1927, FRI. 2 SEP 1927, FRI. 23 MAR 1925

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.D.S.S.T.D.

2079  
13/11/26

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

THE SU

MARGIN.



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