

19. OCT. 1965

Ship's Name SS/MR "INCHCASTLE" LR 516002

Gross tons 5,622 Port of Registry Hong Kong Port Shimonoseki

Date of build Is there a rpt. 8? Rpt. No. 2547

No. of visits First date Last date
Interim Cert. issued Damage rpt. issued Last rpt. (H.Q. only)
& copy herewith? & copy herewith?

Date of completing rpt. Surveyed at, if different from Port above

Is a rpt. 9A attached? Yes MN Nature of survey General examination & Alteration to Generator

Survey fees Damage fee - Expenses

S.A. fee

DOCKING

Propeller Good Sea connections Oil gland -
Fastenings Good Wear down of stern bush (if relined, state clearance before and after) 3.5 mm

Has screw/tube shaft been drawn? Date of examn.
Has shaft been changed? Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner? Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves { Sat adjusted to { Spt
Boiler securing arrangements

Main economisers

Steam heated steam generators

Forced circulating pumps

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

Exhaust gas heated economisers and their safety valves
Steam generator safety valves adjusted to

Funnel

Were oil burning system & remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed with/without fresh record of

See Rpt. 9A

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

FRIDAY - 5 NOV 1965

R. Hashiguchi
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

SRL

POSTING

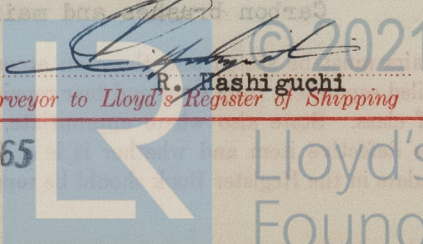
HEADER

CERT

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is



EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)	AUXILIARY
Total kW or kVA	Total kW or kVA
a Generators	Generators & governors
b Exciters	
c Air coolers	m Motors
d Motors	
e Air coolers	n Switchboards & fittings
f Control gear cables, etc.	o Circuit breakers
g Insulation resistance	p Cables
h Insulating oil test	q Insulation resistance
i Overspeed governors	r Steering gear generators & motors
j Magnetic couplings	s Navigation light indicators
k Air gap	

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

In view of satisfactory nature now undertaken, it is submitted that the Owner's request to postpone ES until December, 65 may received favourable consideration by the Committee.

Alteration:-

At the Owner's request, starboard outer D.C. 10KW Electric Generator set replaced by D.C. 20 KW set.

It is stated that 10 KW of output has been insufficient to supply necessary maximum power in port service.

Newly installed 20 KW Generator set is of second hand material which are supplied by Owner and examined, repaired and tested as described below:-

Prime mover (Single cylinder steam reciprocating engine: cylinder bore 213.5 mm, stroke 200 mm, wall thickness 20 - 23 mm, dia. of journal 61.5 mm, dia of crankpin 62.0 mm, Maker: Gault Eng. Pittsburgh)
Steam cylinder and chest hydraulically tested to 330 lbs per sq. inch.

Crankshaft alignment checked and faint malalignment trued by means of skimming up.

Piston rings renewed.

Generator side main bearing renewed.

Electric Generator (D.C. 20 KW, 110V, 167 Amp, 500 RPM, Maker: Marine Electric Co., U.S.A.)

Coils of armature; field and interpole fully rewound.

Commutator surface skimmed.

Free side end cover cracks metalocked.

Carbon brushes and main ball bearing renewed.

Don't'd.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

Rpt. 9B (cont.)

Ship's Name SS/~~MS~~ "INCHCASTLE"

Port Shimonoseki

Rpt. No. 2547

Associated works to electrical fittings and cables on switch board carried out to my satisfaction.

General

Spare gears supplied in accordance with rule requirements.
On completion of installation, two hours full load running and governor tests carried out with the satisfactory results.

