

19 JUN 1962

Rpt. 8

Port KOBE

No. 10551

Date of writing Report 8th June, 1962

When handed in at Local Office 8th June, 1962

Received London

Survey held at Kobe

No. of Visits 4

First Date 25th May, 1962

Last Date 27th May, 1962

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 15288 on the ~~Steel~~ S.S. "INGHCASLE"
 Built at Sld By Whom Short Bros Ltd. Tons gross 5622
 Owners Williamson & Co., Ltd. Owners' address (If not already in R.B.)
 Managers - Port of Registry Hong Kong
 Surveyed Afloat or in Drydock Afloat Name of Dock Kobe Harbour
 Date of last examn. in Drydock -

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 10520 Port Kobe
 To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1 with freeboard	+LMC Engine 12,61 Boiler M 6,61 Tailshaft CL 12,61 Steampipes 6,57
SS 12,61	
DS 12,61	

Give dates and references to any letters relating to this Report.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. Yes, to Owners Freeboard as marked on ship and now verified - ft - ins
 see LA Report No. 79812 copy attached. Was a damage report made by anyone else? If so, by whom? No

Damage (Ship Afloat)

EXAMINATION AND REPAIRS AS PER RULE FOR

Stated to have been sustained by encountering heavy weather on the 3rd March, 1962 whilst on a voyage from Tahsis B.C. to Tokyo in loaded condition.

Found & Now Done for Damage:

No.5 D.B. tank air pipe (p.s.) sheared off at deck connection, renewed. No.5 hold ventilator (p.s.), coaming set over and upper deck plating in way set down. Ventilator coaming removed and faired, deck plating in way faired in place, and on completion hose tested and found tight.

No.4 hold starboard side derrick post set over aft, upper deck in way set down and deck connecting angle torn from deck. Derrick post plumbed, set down deck plating faired and connecting angle renewed.

No.4 forward port and starboard hatch coaming corner deck angles and deck plating in way cracked. Hatch coaming corner deck angles removed and cracks in deck plating (approx. 2½" long) dealt with as follows. Stop holes drilled at end of cracks. 1 port and 1 starboard, cracks veed out welded and ground smooth.

New hatch corner deck angles riveted in place, hose tested and found tight.

Shell plate in 4th below sheer in way of No.4 hold starb'd side forward set out and pierced. Owners superintendent requested that temporary repairs be carried out to allow the vessel to complete her cargo commitments. This was agreed to and the following repairs carried out, shell plate faired and welded doubling 2'-6" x 4'-0" fitted in way of pierced part and on completion hose tested and found tight. It is recommended this shell plate 4th below sheer in way of No.4 Hold s.s. forward, temporarily repaired by welded doubling be examined and dealt with as found necessary at the next dry docking.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								as report.
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? No

Is Classification Certificate required? If so, to be sent to No

If so, is the Report sent now, or when will it be sent?

Has Interim Certificate been issued? Yes, B-79811 copy attached.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel so far as now seen is eligible in my opinion to remain as present classed in the Register Book without fresh record of Docking, subject to shell plate 4th below sheer in way of No.4 hold starboard side forward temporarily repaired by welded doubling being examined and dealt with as found necessary next dry docking.

Hector McLean
 Surveyor to Lloyd's Register of Shipping
 H. McLean

Date of Committee WEDNESDAY - 4 JUL 1962

Minute As new subject

Noted for [unclear]



Lloyd's Register Foundation

