

12 JUN 1962

Rpt. 9

Date of writing report 31st May, 1962

Received London

Port KOBE

No. 10520

Survey held at Osaka & Kobe

No. of visits 2

First date 23rd May,

Last date 26th May, 1962

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 15288 S.S. "INCHCASTLE"

Gross tons 5622

Date of build 1,1938

Owners Williamson & Co., Ltd.

Managers

Port of Registry Hong Kong

Engines made NWC

By N.E. Mar. Eng. Co., Ltd.

Type T 3Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 3 SB W.P. 2SB 220 lbs Spt

No. of Aux./Donkey Boilers W.P. 1SB 220 lbs

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Commencement of MBS

Was Damage Report issued? No Int. Cert. Yes, B1-79152

Last Report (For Head Office only)

Hull	Machinery
+100A1	+LMC
SS 12,61	Engine 12,61
DS 12,61	Boilers M 6,61
	Tailshaft CL 12,61
	Steampipes 6,57

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; 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.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined fitted a continuous liner? Approved oil gland?

MAIN ENGINES ~~STEAM~~ Steam on ~~RECIP~~ ~~RECIP~~

~~STEAM~~ ~~RECIP~~

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Side
Top Ends & Guides Centre

4 Crankpins & Bearings Side
Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now seen is in an efficient condition and that in the case of this vessel the following survey records be made in the Supplement to the Register Book MBS 5,62 on completion and that her Machinery Classification Record be continued in the Book, subject to the center boiler not to be used until repaired.

Date of Committee

Decision

20m, 10, 61 T. (MADE AND PRINTED IN ENGLAND)

While on (caus. hom)

- check.

after No. 10551 has been forward

012663-012668-0130 1/2

YKA 5-6

H.M.

Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position).....

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....

35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....

38 Independent Air Compressors, Coolers & Safety Devices.....

39 Air Receivers & Safety Devices—Main..... 40 Auxiliary.....

41 Oil Fuel Tanks (Not forming part of hull structure).....

42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....

44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION	PORT	ELECTRICAL EQUIPMENT	
		STARBOARD	AUXILIARY EQUIPMENT
a Generators			l 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 and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

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

MAIN Centre 23 & 26-5-62 †

AUXILIARY, DONKEY or PRESS

Superheaters Not fitted

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. Not adjusted

{ Spt. Not adjusted

Boiler Securing Arrangements Good

Main Economisers - Exhaust Gas Heated Economisers -

Steam Heated Steam Generators - Steam Generator Safety Valves Adjusted to -

Were Oil Burning System & Remote Controls examined working in accordance with Rules? No Forced Circulating Pumps -

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? No Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Certificate issued at Vancouver dated 4-8-61 states auxiliary boiler to be specially examined for corrosion next ABS as recommended by the Montreal Surveyors 6,61.

The Owners of this vessel decided to commence the main boiler survey at this time, and the centre boiler was opened up for examination, the following condition found.

- Shell plate internally at bottom pitted.
- Both furnaces badly corroded over large areas, depth of wastage approx. 8mm.
- Smoke tube and stay tubes badly wasted in way of back tube plate.
- Considerable number of combustion chamber stays badly wasted, including girder stays.
- Both combustion chamber wrapper plates and back end plate, and tube plate wasted in way of stays and tubes.

Repairs Now Recommended:

- Internal shell plate at bottom to be thoroughly wire brushed and coated with apexior.
- Both furnaces to be renewed.
- All smoke and stay tubes to be renewed.
- Wasted combustion chamber stays and girder stays to be renewed.
- Both combustion chamber wrapper plates, and back end, and tube plates to be specially examined & dealt with as found necessary after removal of wasted stays, and tubes.

As new furnaces and tubes were not available, the above recommendations were not carried out this time. This boiler is not normally used at sea, and is only used for port services. It came to light that this boiler has been used as a reserve feed tank when the vessel went to sea. This could be one of the contributing factors to the boiler being in the condition as found at this time.

Survey fees Part MBS £ 10-0-0
Condition of class 10-0-0

Damage fee ...
Expenses... 1-10-0

Date when A/c rendered. JUN - 5 1962

Rpt.

Port of

KOBE

Continuation of Report/No. 10520

dated 31st May, 1962

on the

"INCHCASTLE"

It is submitted that this boiler not be used until the above recommendations have been carried out. The Owners superintendent stated that repairs and renewals would be effected in about six months time.

As this boiler is not normally used for essential services, a certificate has been issued subject to the centre boiler not being used until repaired.

It was stated the main boiler survey would be progressed on vessels arrival Canada, where she is now proceeding direct.

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