

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. Name "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
No. of Main Boilers 3 SB W.P. 2SB 220 lbs Spt
1SB 220 lbs
No. of Aux./Donkey Boilers - W.P. -
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)

Records of Survey & Special Notations as per Register Book

Table with columns for Hull (+100A1) and Machinery (+LMC). Hull items: SS 12,61, DS 12,61. Machinery items: Engine 12,61, Boilers M 6,61, Tailshaft CL 12,61, Steam pipes 6,57.

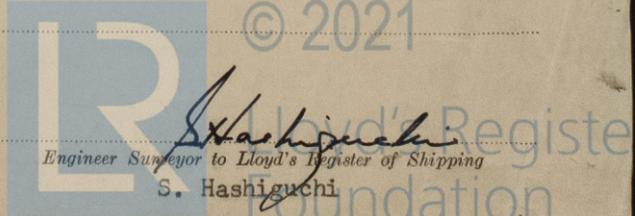
The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected 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.

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

- 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 X~~PORT~~ Steam on X~~PORT~~ X~~PORT~~ X~~PORT~~
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side, 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 & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

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 THURSDAY 21 JUN 1962 Decision As now Subject



While own (caus. hom) - check. after No. 10551 has been forward. 012663-012668-0130 1/2 YKA 5-6

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).....

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a	Generators		l Generators & Governors
b	Exciters		
c	Air Coolers		m Motors
d	Motors		n Switchboards & Fittings
e	Air Coolers		o Circuit Breakers
f	Control Gear, Cables, etc.		p Cables
g	Insulation Resistance		q Insulation Resistance
h	Insulating Oil Test		r Steering Gear Generators and Motors
i	Overspeed Governors		s Navigation Light Indicators
j	Magnetic Couplings		
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.

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

Repairs Now Recommended:

- a) Internal shell plate at bottom to be thoroughly wire brushed and coated with apexior.
- b) Both furnaces to be renewed.
- c) All smoke and stay tubes to be renewed.
- d) Wasted combustion chamber stays and girder stays to be renewed.
- e) Both combustion chamber wrapper plates, and back end, and tube plates to be specially examined and 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 to sea. This could be one of the contributing factors to the boiler being in the condition as found at this time.



LEAVE THIS SPACE BLANK

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

BMS

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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