

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 12th. Nov. 1948. When handed in at Local Office... 12th. Nov. 1948. Port of Hong Kong.

No. in Survey held at Hong Kong. Date, First Survey 16th. Oct., Last Survey 4th. November 1948.

Reg. Book. ~~6353~~ 6348 on the ~~Woods Iron or Steel~~ S.S. "INCHCRAG" (No. of Visits... 1)

TONNAGE: - Built at S. Shields By whom J. Readhead & Sons, Ltd. When 1923 YEAR. MONTH. 5

GROSS 3724 Owners. Inchcrag S.S. Co. Ltd. Owners' Address - (If not already recorded in Appendix to Register Book)

UNDER DK. 3436 Managers Williamson & Co. Port belonging to Hong Kong.

NET 2300 Surveyed Afloat or in Dry Dock? Both Name of Dock Kowloon Dock Destined Voyage -

Cell D Bor D Ba feet; uE & B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. } Only alterations in the existing records of tanks should be inserted.

N.B. - All alterations in the existing records should be underlined. Last Report, No. 5181. Port N.S.W.

CHARACTER	Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (Including date of N.B., if any)
+100A1	3,47	+L.M.C. 9,41
ssNwc.No.3-7,35		B.S. 3,48
Examined	3,47	T.S. CL 2,47
Roeking	3,48	
Cargo battens not fitted laid up pending repairs		

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 to whom and why they were declined

Was a damage report made by anyone else? if so, by whom?

PAIRS. OR EXAMINATION AS PER RULE, FOR Special Survey.

W DONE: - Vessel placed in dry dock, the bottom, keel, rudder, stern frame, and stem, cleaned, examined.

Holds, tween decks, fore and after peaks, spaces under bridge, engine and boiler spaces and coal bunkers, cleared for survey, ceiling lifted, all fore and aft and all steel work throughout all above parts of the vessel carefully examined.

Lining on ship's side removed in way of sidelights and plating in way of same examined.

Double bottom tanks, and fore and after peak tanks examined internally.

Decks, casings, hatchways, hatches and hatch beams, ventilators with coamings, ceiling, air and sounding pipes, skylights and masts examined. (Continued overleaf).

MARY OF DAMAGE REPAIRS: -	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: -
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place								

SENT CONDITION OF THE	Repairs required	Bulkheads	Repairs required	Engine Room Skylights	Reps. reqd.	Copper, or Y.M.
king of Decks	-	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)
ings	Repairs required	Cement or Asphalt	-	Oil Bunkers	-	When fitted, Month - Year -
ns & Fastenings	"	Rudder	Repairs required	Scuppers	-	Boats
ide Plating	"	Steering gear and its connections	-	Cargo Hatchways	Repairs required	Masts, Yards, &c. Repairs required
nes	"	Windlass	-	Hatches	"	Condition, how ascertained Dk. & aloft
erse Frames	"	Have pumps been examined and found efficient?	No	Planking	-	(State if wedges removed.)
itudinals	-	Have Sluice Valves been examined and found efficient?	No	Caulking	-	Equipment letter V
nsverses	-	Have Watertight Doors been examined and found efficient?	No	Treenails	-	Anehors, No. of -
rs	-	Have Ventilators and their Coamings been examined and found efficient?	No	Breasthooks & Stemson	-	Cables (State if now ranged) No
lsons	-	Air and Sounding Pipes	-	Transoms, Pointers & Crutches	-	" length - mean diamr. -
ngers	Repairs required	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings	-	" Rule length 2 1/2 of size 2"
er Bottom Plating	"			" " at other places	-	Chain Locker -
re the Tanks been examined internally?	Yes			Stringers, Clamps & Shelves	-	Hawsers & Warps -
re the Tanks been tested?	No			Salting	-	Standing and Running Rigging -
						Sails -

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: - "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, so far as now seen is not in satisfactory condition but is eligible, in my opinion, to be retained as classed with the notation of "Laid up pending Repairs" in the Register Book.

Survey Fee (per Section 29)	\$1820.00.:	Fees applied for,	11/11/48
Special Damage or Repair Fee (if any) (per Sec. 29)	£ - : -	Received by me,	19
Swelling Expenses (if chargeable)	\$ 25.00.:		
Second Surveyor's Fee (if any)	£ : :		

Committee's Minute

Character Assigned

Deferred for Comp. as per 11.48 HKg

TUE. 1 MAR 1949

FRI. 6 APR 1951

James Alunderson

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping

W1086-0194 1/2

The shell plating was drilled, gauged and the thicknesses found as stated in table attached.

To Complete the Survey :-

Double bottom tanks to be thoroughly scaled, re-examined, and tested after repairs.

After peak tank to be tested after repairs (Fore peak dry tank).

All closing appliances to be examined and freeboard verified.

Windlass, steering gear, anchors, cables, pumps, rigging, W.T. doors and chain locker to be examined.

All recommendations for repairs to be carried out.

Note :- Vessel was examined as stated and recommendations for repairs were made. The Owner subsequently decided that the repair of this vessel at this time was not an economic proposition and consequently the vessel is at present laid up.

Condition of vessel as found :-

Keel and Bottom plating :- In good general condition. After keel plate worn.

Shell plating (sides) :- Considerable deterioration noted. Please refer to drill test sheet. Many rivet heads heavily corroded.

Upper Deck plating :- Generally in good condition at sides of hatches on forward and after well decks but considerable wastage at ends and between hatches. Heavy deterioration was noted in bridge space.

Forecastle Deck plating :- In fair condition.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Table with columns: Number of Certificate, Anchors, WEIGHT, EX. STOCK, WEIGHT OF STOCK, TEST PER CERTIFICATE, WEIGHT REQUIRED BY RULE, Description of Anchor, Makers, Where and when tested and Superintendent.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, WEIGHT OF CHAIN CABLE, Length and size per rule, Description, Makers of Cables, Where and when tested and Superintendent.

Bridge Deck plating :- Several stringer plates thin, and plating worn at forward and after ends of deck.

Poop Deck plating :- Minor renewals recommended.

Hatches :- Coamings buckled (grab damage) and stiffeners worn. Beam rests buckled and sprung.

Masts :- Drill tested. Several plates thin.

Tank Top plating :- Considerable buckling throughout (due to ore discharging) and several plates deteriorated. Renewals complicated by buckled condition of adjacent plating.

(Continued on sheet No.3).

Port of Hong Kong.

Continuation of Report No. 9419. dated 12th. Nov., 1948. on the

HULL OF THE S.S. "INCHCRAG"

Bilge Brackets & Frames :- Vessel had been "racked" whilst carrying ore cargoes, the upper corners of all bilge brackets being thin, rust sprung or open from frames and rivets in way slack. All frames in the vicinity of the bulkhead between Nos.1 & 2 holds were fractured or heavily grooved at top of brackets. All frames were wasted at this line but still further deterioration was noted at cement chocks at bilges.

Several frames showed heavy deterioration for half height of hold.

Boiler Room floors (open) :- Generally in satisfactory condition. A few reverse frames worn, also sections of lower angles of centre and side keelsons.

Bulkheads :- No.3 hold (forward) bulkhead showed considerable buckling due to fire damage. Considerable deterioration was noted in the plating of the remaining bulkheads, particularly that of the after peak.

Longitudinal bulkhead plating at hatch ends was heavily wasted and stiffeners buckled.

Bunker casing plates buckled (fire damage).

Tunnel Recess (after) :- Top plating wasted.

Tunnel Top :- Heavily indented. Seams and rivets sprung over considerable areas.

Peak Tank Tops :- After peak tank top thin.

Stringers :- Brackets to after peak bulkhead wasted.

S.R.L. :- No repairs at this time.

Repairs being effected to combustion chambers indicate that it is Owner's intention to dispose of this vessel if possible and in consequence it was considered advisable to despatch our cable of 11th. November, 1948.

Delay in issuing this report was occasioned by the completion of these boiler repairs. J.A.L.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

W1086-0194

