

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 9419

Date of writing Report 12th Nov. 1948. (Received at London Office 2 FEB 1948)
When handed in at Local Office 12th Nov. 1948. Port of Hong Kong.

No. in Reg. Book 62728 Survey held at Hong Kong. Date. First Survey 16th Oct. Last Survey 24th Nov. 1948.
on the Machinery of the ~~Woolly~~ Steel S.S. "INCHCRAG" (No. of Visits 6)

Tonnage { Gross 3724 Vessel built at S. Shields. By whom J. Readhead & Sons, Ltd. Year. Month. 1923 5
Net 2300 Engines made at S. Shields. When 1923 5
Nominal Horse Power 328 Boilers, when made (Main) 1923 By whom J. Readhead & Sons, Ltd. When 1923
No. of Main Boilers 2 Owners. Inchcrag S.S. Co. Ltd. (Donkey) -
No. of Donkey Boilers - Owners' Address -
Steam Pressure in Main Boilers 180 Managers Williamson & Co. (if not already recorded in Appendix to Register Book.)
in Donkey Boilers - If Surveyed Afloat or in Dry Dock Both. Port Hong Kong. Voyage -
(State name of Dock.) Kowloon Dock.

Last Report No. Port Kowloon Dock.
Particulars of Examination and Repairs (if any) Part L.M.C.

CHARACTER		Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey	Date of last Survey and of Periodical Surveys.		
+100A1	3,47	48	+L.M.C. 9,41
ssNwc.No.3-7,35	3,47		B.S. 3,48
Examined	3,47		T.S. CL 2,47
Boiling	3,48		

Cargo battens not fitted laid up Pending repairs

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In 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 why they were declined.

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Partly
" Donkey "

If not, state for what reasons -

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

State latest date of internal examination of each boiler -

Did the Surveyor examine the Safety Valves of the Main Boilers? - Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush - Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Engine parts, when referred to by numbers, should be counted from forward.

Survey was commenced but due to the condition of the hull the Owner decided that the repair of this vessel was not an economic proposition at this time. Vessel laid up pending repairs.

NOW DONE : -

Vessel placed on dry dock. No examination of tail shaft or shell fastenings of stern bush or sea valves was carried out. The wear down of stern bush was not taken.

Main Boilers examined on water side. It was recommended that the lower sections of the back plates of all combustion chambers be removed for renewal and to permit further examination of back plates and wrapper plates.

All girder plates were recommended to be removed.

The lower section of the port boiler centre combustion chamber was removed but has now been renewed pending a decision as to vessel's future.

Main Engine cylinders examined.

No further examination of boilers and machinery was carried out.

Repairs: - Port boiler, centre combustion chamber, back plate lower section renewed.

General Observations, Opinion, and Recommendation: -

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., PD, &c.)

The Boilers and Machinery of this vessel, so far as now seen, are not, in good and safe working condition and are eligible, in my opinion, to have the notation Laid up Pending Repairs in the Register Book.

Survey Fee (per Section 29) \$300.00.

Special Damage or Repair Fee (if any) (per Section 29.) \$ -

Travelling expenses (if chargeable) \$ 10.00.

Committee's Minute TUES. 1 MAR 1949

Assigned Defered

Fees applied for 11/11/ 19 48.
Received by me, James Blundell
19

James Blundell
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to