

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23rd Dec. 1953 When handed in at Local Office 28th Dec. 1953 Port of Hong Kong.  
 No. in Survey held at Hong Kong. Date, First Survey 9th Dec. Last Survey 23rd Dec., 1953.  
 Reg. Book. 13701 on the Wood, Iron or Steel S.S. "INCHMAY" (No. of Visits 12)

TONNAGE: — Built at Tacoma By whom Todd Dry Dock & Const. Corp. When 1920  
 GROSS 4828 Owners Williamson & Co. Ltd. Owners' Address -  
 UNDER DK. 4265 Managers - Port belonging to Hong Kong.  
 NET 2989

Surveyed Afloat or in Dry Dock? Afloat Name of Dock - Destined Voyage -

CeILDorDBa - feet; uE & B - feet; f - feet  
 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. 2960 Port Cbo.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined.

Damage Report issued by the undersigned Was a damage report made by anyone else? if so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR REPAIRS & DAMAGE REPAIRS.

Please refer to the Secretary's letter of 27th November, 1953 and subsequent cables.

This vessel, loaded with a cargo of iron ore, was bound from Marmugao to Japan via Colombo, Singapore and Hong Kong.

On leaving Hong Kong extremely adverse weather was encountered and it was eventually found that the No.1 hold was flooded to the tween deck level. The vessel put about and returned to Hong Kong.

On pumping out No.1 hold a fracture was found in the shell plating, starboard side, at the heel of a longitudinal frame, 4th below tween deck and between the 1st & 2nd transverses from collision bulkhead.

(Continued Overpage.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE								
Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.					
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)					
Coamings	Cement or Asphalt	Oil Bunkers	When fitted, Month					
Beams & Fastenings	Rudder	Seuppers	Year					
Outside Plating	Steering gear and its connections	Cargo Hatchways	Boats					
" " in way of sidelights	Windlass	Hatches	Masts, Yards, &c.					
Frames	Have pumps been examined and found efficient?	Planking	Condition, how ascertained					
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	(State if wedges removed.)					
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	Equipment letter					
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Anchors, No. of					
Floors	Alr and Sounding Pipes	Transoms, Pointers & Crutches	Cables (State if now ranged)					
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	" length mean diam.					
Stringers		" " at other places	(on board.)					
Inner Bottom Plating		Stringers, Clamps & Shelves	" Rule length size					
Have the Tanks been examined internally?		Salting	Chain Locker					
Have the Tanks been tested?		State if examined.	Hawsters & Warps					
			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 in satisfactory condition for the voyage intended and eligible in my opinion, to be retained as classed for a voyage from Hong Kong to Osaka via Yawata.

No fresh record of survey is recommended.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Wear & Tear Repairs	\$	150.00	:	23/12/53.
Special Damage or Repair Fee (if any)	\$	300.00	:	
(per Sec. 29) Cables	\$	105.00	:	
Travelling Expenses (if chargeable)	£	-	:	Received by me,
Special attendance fees	£	275.00	:	19.
Second Surveyor's Fee (if any)	£	-	:	

Committee's Minute

Character Assigned

FRIDAY 12 FEB 1954

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1649-0005 1/2



