

# 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)

Built at Tacoma By whom Todd Dry Dock & Const. Corp. When 1920  
 Owners Williamson & Co. Ltd. Owners' Address -  
 Managers - Port belonging to Hong Kong.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock - Destined Voyage -  
 Ceil DBor DBa feet; uE & B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.

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 seriatim 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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.	Machinery and Boiler Surveys
BS with freebd.	MBS 11,49
1,53	BlrS 1,53
ssH.Kg.-11,49	msp 11,49
A.S. 1,53	TS CL 1,53

Fitted for oil fuel. ✓

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. Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 10 1/2 ins.

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 Faired or Repaired								
Faired or Repaired in place ...								

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

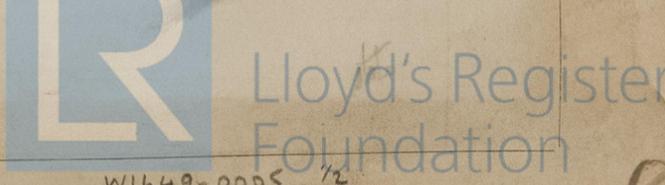
Survey Fee (per Section 29)	Wear & Tear Repairs	Special Damage or Repair Fee (If any)	Cables	Travelling Expenses (If chargeable)	Special attendance fees	Second Surveyor's Fee (If any)
£	\$ 150.00	\$ 300.00	\$ 105.00	£	275.00	£

Fees applied for, 23/12/53.  
 Received by me, 19.

Committee's Minute...  
 Character Assigned...

FRIDAY 12 FEB 1954

Surveyor to Lloyd's Register of Shipping.



For further particulars please see the Special Damage Report issued by the undersigned.

The stowage of cargo permitted extensive internal examination of the shell plating and as a result of this examination it was recommended that the vessel be placed in dry dock and the dock pumped out to a level below the landing of the damaged plate. This recommendation was carried out and "F", "G" & "H" strakes, port & starboard, were drill tested between all transverse frames in way of No.1 hold.

Drill test results were as follows (all thicknesses in hundredths) : -

	Frame Space (from collision bulkhead)						
	1st	2nd	3rd	4th	5th	6th	7th
F strake port	50	47	40	45	45	50	50
F strake starbd	43	45	40	43	40	38	45
G strake port	40	50	45	40	45	45	50
G strake starbd	45	33	43	50	43	45	50
H strake port	55	55	55	50	55	45	50
H strake starbd	55	50	45	45	45	43	43

Readings circled were taken from the damaged plate.

Examination of the fractured plate disclosed that it had been set in between the longitudinal frames immediately above the fracture and on further examination after removal there were indications that the plate had been

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

**ANCHORS.**

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TWT PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd ..															
	3rd ..															
	Collective Weight															
	Stream.....															
	Kedge.....															

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

**CHAIN CABLES.**

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.
	Length.	Diam.	Stato- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

notched at the heel of the longitudinal prior to fracture.

Examination of the decks disclosed minor fractures at a few hatch corner coaming angles and in deck plating and corner angles at the boiler room casing, forward end. The coaming angle fractures were considered partly due to the process of manufacture, the angles having been cut at the deck flange, the angle then bent through 90° and a rectangular insert fire welded at the open corner.

( Continued on sheet No.2 )

HULL OF THE S.S. "INCHMAY"

Damage Repairs : -

Shell Plate: G strake No.3 (from forward, starbd side) renewed.

Main Deck : No.2 hatch coaming angles cropped & part renewed port & starbd after corners.

No.3 hatch coaming angles cropped & part renewed port & starboard forward corners.

Bridge Deck: Boiler room casing coaming angles, port & starboard forward corners, cropped & part renewed.

Deck fractures under angles 2" port, 1" starboard, drilled, veed out and welded. Doubling plates fitted at corners.

Towing Wire & Reel: Reinstalled & secured on forecastle deck.

Guard Rails on Forecastle: Faired and repaired as necessary.

Escape Hatch on Forecastle: Steel cover removed, faired, overhauled & refitted.

Bulwark - Ford Well Deck (port): Two bulwark stays renewed.

Two bulwark stays welded where fractured.

Bulwark rail bar welded where fractured.

In addition to the abovementioned survey, all holds and machinery & boiler spaces were examined internally as far as practicable, the shell plating externally was examined above water level, all pumps were tested, cargo moved and hold bilge lines cleared as necessary and the windlass and steering gear examined under working conditions.

Repairs (Wear & Tear) : -

Spurling pipes (port & starboard) doubled where holed.

Upper Deck plate, 1st inboard from stringer, starbd side after well deck, doubled from forward butt to Poop front.

Upper Deck plate abaft bridge superstructure, starbd side, patched where locally holed below steering chain.

Bridge Deck plate, starbd side, patched where locally wasted abreast fiddle. Doubling plates welded to underside of plating where wasted in way of pantry.

All superstructure bulkhead doors overhauled, faired where necessary and placed in satisfactory condition.

Forecastle & poop deck planking seams hardened down and filled with marine glue.

Four longitudinal frames in engine room, port side, reinforced where locally wasted.

No.4 hatch coaming starboard side stiffener renewed.

No.5 hatch coaming stiffeners, ford & after ends, reinforced where wasted.

One tarpaulin renewed on Nos.2, 4 & 5 main deck hatches.

Nine bridge deck hatch covers renewed.

Twenty ventilator covers renewed.

Eleven air pipe covers renewed.

Sounding pipe caps renewed as necessary.

Interim Certificate "B" issued - copy attached.

