

COPY

A/c No. 2049

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Hong Kong Rpt. A/c No. 2049

Survey Fee \$ 1000.00

Expenses \$ 41.00

Total \$ 1041.00

Applied for 19/1/54.

Port of HONG KONG.

19th January, 1954.

RS

This is to Certify that

JAMES A. ANDERSON

the undersigned Surveyor to this Society did at the request of the Owners and of Lloyd's Agents, Hong Kong, attend on board the S.S. "INCHMAY", 4828 gross tons, of Hong Kong, on the 9th December, 1953, and subsequently, whilst the vessel lay afloat and in dry dock at this Port, for the purpose of ascertaining the nature and extent of damage stated to have been sustained due to vessel "A" encountering heavy weather from 3rd to 8th December, 1953, whilst on an uncompleted voyage from Hong Kong to Yawata, Japan, "B" being struck by the tug "H.W.D. PAULINE", whilst the latter vessel was moored alongside on 9th December, 1953, at Taitam Bay.

For further particulars please see Log Books.

Log Books examined.

The vessel left Hong Kong at approximately 4.30 a.m. on the 3rd December, 1953, and encountered heavy weather immediately on clearing sheltered waters. Adverse weather persisted during the following days, the wind increasing to force 9. On 6th December, 1953, the No.1 starbd bilge sounding was 7" and the bilge was pumped out and again on 7th December when the bilge sounding showed 6". On 8th December, 1953, a sounding was taken through the No.1 hold after ventilator, port side, and this showed a depth of 14 ft. from the top of the cargo under the ventilator. A subsequent check sounding from the same ventilator indicated that the sounding of 14 ft. represented a depth of water to within two feet of the tween deck level.

On obtaining this sounding the Master decided to return to Hong Kong for survey and repairs and this manoeuvre was carried out at approximately 8.40 a.m.

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This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances ever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

S.S. "INCHMAY" - continued

The undersigned Surveyor boarded the Hongkong & Whampoa Dock Company's Tug "H.W.D. PAULINE" at 3 p.m. on the 9th December and proceeded to the vicinity of Nine Pins.

At approximately 5.30 p.m. the "INCHMAY" was sighted and escorted into Taitam Bay where salvage pumps from the Tug "H.W.D. PAULINE" were placed on board and the No.1 hold pumped out, the ship's pumps assisting.

Early on the morning of the 9th December the leak was located in the shell plating, starboard side, and a diver effected temporary repairs by plugging with wedges and oakum. The vessel then proceeded into Junk Bay and after inspection by the Hong Kong Government Surveyors the Director of Marine permitted the ship to proceed through the harbour to the Dockyard for repairs.

During the night of 9th December whilst the "H.W.D. PAULINE" was moored alongside the "INCHMAY" a heavy swell resulted in the tug surging against the vessel, setting in the bulwarks, port ford. well deck, stanchions in way etc.

The undersigned proposed, and the Dockyard Officials eventually agreed, that the vessel should enter the dry dock without discharging any cargo and that approximately eleven feet draught of water should be maintained above the keel in order to reduce the load on the blocks. Additional blocks were fitted prior to the vessel entering the dry dock.

The stowage of cargo (iron ore) in the holds permitted an extensive examination of the hull internally and where necessary at tween deck hatch corners, cargo was moved.

DAMAGE "A" :

The undersigned Surveyor, on examination

<u>FOUND</u>	<u>RECOMMENDED</u>
(1) Shell plate, G strake No.3 from forward, fractured at heel of longitudinal 4th below tween deck. Fracture approximately 20" long.	Shell plate to be renewed.
(2) Main deck No.2 hatch coaming angles, port & starbd after corners, fractured at deck flange.	Coaming angles to be cropped and part renewed at corners.
(3) Main deck No.3 hatch coaming angles, port & starbd forward corners, fractured at deck flange.	Coaming angles to be cropped and part renewed at corners.
(4) Bridge deck plating, port and starbd, fractured at forward corners of boiler room casing, including casing angles in way. Fractures transverse, port 2", starbd 1".	Deck fractures to be drilled at ends, veed out & welded. Casing angles to be cropped & part renewed at corners. Doubling plates to be fitted at corners.

S.S. "INCHMAY" - continuedFOUNDRECOMMENDED

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| (5) Windlass supplementary steam supply pipes fractured. | To be renewed. |
| (6) Towing wire reel & wire torn from forecastle deck fastenings and deposited on No.1 port winch. | Reel and wire to be re-installed on forecastle deck. |
| (7) Forecastle guard rails, abaft towing wire reel, buckled and fractured. | Rails and stanchions to be faired and welded as necessary. |
| (8) Escape hatch on forecastle - steel cover slightly buckled. | Cover to be removed, faired and refitted. |
| (9) No.1 hatch upper tarpaulin damaged by towing wire reel and subsequently torn by wind and sea. | Tarpaulin to be partly renewed - approximately 50%. |
| (10) No.1 hatch middle tarpaulin damaged by towing wire reel. | Tarpaulin to be repaired. |
| (11) Steam pipe protection bars & covers, starbd side, abreast No.1 and between Nos.1 and 2 hatches, torn from hangers & buckled. | Two steam pipe covers to be renewed, bars to be faired and resecured. |
| (12) Bridge front bulkhead door, port side, buckled. | To be removed, faired and refitted. |
| (13) One boat platform plank, port side boat deck, broken. | To be renewed. |
| (14) Main engine Bilge pumps and General Service pump used during pumping operations. | To be opened up for examination, suction and delivery valves to be ground in, G.S. pump bucket rings to be renewed and rods to be machined. |
| (15) Wiring to forecasle, foremast, main mast, side and stern lights faulty and conduit broken. | Circuits to be tested, wiring and conduit to be repaired as necessary. |

It was further recommended that all repairs be satisfactorily tested on completion and that all new and disturbed work be painted two coats approved quality and colour.



S.S. "INCHMAY" - continued

With the exception of repairs to tarpaulins all Damage "A" repairs were carried out by the Hongkong & Whampoa Dock Co. Ltd. and the cost, Hong Kong Dollars Sixteen Thousand Seven Hundred & Seventy Four, cents seventy two (HK\$16,774.72), is considered fair and reasonable.

This cost includes:

Drydocking	pumping out and placing blocks due to cargo on board	HK\$ 1,905.00
Drydocking	initial day and one lay day for hull repairs	HK\$ 2,554.36
Attendance of diver during drydocking due to	cargo on board	HK\$ 350.00
Additional blocks & shores due to cargo on board		HK\$ 3,595.00
Shifting cargo for examination & repairs of hatch corners		HK\$ 350.00
Deck sights due to cargo on board		HK\$ 300.00
Electricity	15th to 23rd December, 1953.	HK\$ 325.36
Repairs		HK\$ 7,395.00
	Total	<u>HK\$16,774.72</u>

Cost of repairs to tarpaulins was an additional HK\$583.60 which is considered fair and reasonable.

Vessel drydocked and Damage "A" repairs were commenced p.m. on 15th December, 1953. Underwater repairs were completed and the vessel undocked a.m. on 17th December, 1953.

Damage "A" repairs were completed, to the satisfaction of the undersigned, on 19th December, 1953.

During the full period occupied by these damage repairs, further repairs due to wear and tear were carried out by the Owners but with the exception of the repacking of the stern gland, these further repairs did not necessitate the use of a drydock.

The damage found is considered consistent with the cause alleged.

DAMAGE "B" :

The undersigned Surveyor, on examination

FOUND

RECOMMENDED

(1) Bulwark, forward well deck, port side, abreast fore mast, set in approximately 20 ft. including rail and stanchions in way.

Bulwark and rail to be temporarily reinforced by fitting two additional bulb plate stays.



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S.S. "INCIMAX" - continued

Damage "B" temporary repairs were carried out by the Hongkong & Whampoa Dock Co. Ltd. and the cost, Hong Kong Dollars One Hundred and Seventy (HK\$170.00), is considered fair and reasonable.

Damage "B" repairs were commenced on 16th December, 1953, and completed, to the satisfaction of the undersigned, on 17th December, 1953.

It is estimated that permanent repairs to Damage "B" would have cost Hong Kong Dollars Two Thousand Five Hundred (HK\$2,500.00).

The damage found is considered consistent with the cause alleged.

(Signed) James Anderson.

Surveyor to Lloyd's Register.



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