

B.C.

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

(Received at London Office)

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. (No. of Visits 12)

13701 on the Machinery of the ~~Wood Iron~~ Steel S.S. "INCHMAY"

Tonnage { Gross 4828 Vessel built at Tacoma By whom Todd Dry Dock & Const. Corp. When 1920 -
 Net 2989 Engines made at Seattle, Wash. By whom Skinner & Eddy Cpn. When 1920 -
 Nominal - Boilers, when made (Main) 1920 (Donkey) -
 Horse Power - Owners Williamson & Co. Ltd. Owners' Address -
 No. of Main Boilers 3 Managers - (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - Port Hong Kong Voyage -
 Steam Pressure -
 in Main Boilers 190 lb
 in Donkey Boilers -
 If Surveyed Afloat or in Dry Dock Afloat.
 (State name of Dock.)

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

CHARACTER.	Years assigned and expired	Machinery and Boiler Surveys (including date of N.B., if any)
BS with		MBS 11,49
freebd. 1,53		BlrS 1,53
ssH.Kg. -11,49		msp 11,49
A.S. 1,53		TS CL 1,53
Fitted for oil fuel.		

Last Report No. Port

Particulars of Examination and Repairs (if any) Repairs & Damage Reps.

(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. Damage Rpt. issued by the under-

Was a damage report made by anyone else? If so, by whom? No. signed.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

" " Donkey " " " "

If not, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

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

Present condition of funnel(s)

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

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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? 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? 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?

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Completed.

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.

Damage Repairs : -

Main Engine Bilge pumps opened up, overhauled & replaced in good order.

(Continued Overpage)

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 *LMC 9,11 or *LMC 140 lb., PD, &c.)

The Boilers and Machinery of this vessel, so far as now seen, are in satisfactory condition for the contemplated voyage from Hong Kong to Osaka via Yawata.

No fresh record of survey is recommended.

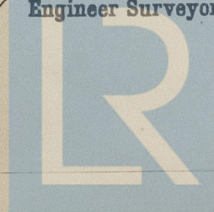
Survey Fee (per Section 29) £ : : Fees applied for
 Wear & Tear Repairs \$ 200.00 23/12/1953
 Special Damage or Repair Fee (if any) \$ 50.00
 (per Section 29.) Received by me,
 Travelling expenses (if chargeable) \$ 15.00 19

FRIDAY 12 FEB 1954

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W1649-0010

Damage Repairs : - Contd.....

General Service pump opened up, overhauled, bucket rings renewed and pump reassembled in good condition.

Windlass supplementary steam pipe renewed.

Electrical Circuits (ford) tested and repaired as necessary.

Repairs (Wear & Tear) : -

Stern gland repacked.

Ballast Pump opened up, overhauled, bucket rings renewed & pump replaced in good order.

Main Engine Bilge Pump (ford) discharge valve chest renewed - fabricated mild steel.

Main Condenser water side opened up, condenser tested & several leaking tubes plugged.

Main Boilers : -

Water and fire sides opened up, rough cleaned and examined.

Diamond blower tube renewed, starbd. boiler.

Several plain & stay tubes expanded.

Interim Certificate issued as per copy attached.

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YMA
TMA



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