

COPY



Hong Kong

26th. January 1938.

This is to Certify that

C. R. ROWCLIFFE

the undersigned Surveyor to this Society did at the request of Messrs Gilman & Co. Lloyd's Agents and the Master survey the S.S. "MOORCOG" of Glasgow, 6387 Gross Tons, No. 30263 in the Register Book, for issue of interim certificate for voyage in ballast to Osaka for breaking up.

Upon examination found:

Aft hold and tunnel, flooded, engine room tank top fractured and leaking into bilges.

No. 3 (engine room tank) 4 & 5 double bottom tanks common (Tank ends leaking)

Bilge and ballast pipes aft choked.

Three bower anchors and 6 lengths of cable lost.

Vessel placed on slip bottom & rudder examined.

Bottom plating in A, B, C, D. strakes Port side from aft to engine room bulkhead set up and floors and frames in way of buckled.

Bottom plating in A & B strakes Starboard side set up from aft to centre of No. 5 double bottom and floors & frames in way of buckled.

Four aft keel plates & centre girder in way of, buckled.

Tank top in Starboard deep tank leaking and other sundry defects.

To enable the vessel to proceed in ballast to Osaka for breaking up the following repairs were recommended and carried out.

Rudder lifted slack gudgeon bushes made tight.

No. 5 tank end in tunnel made tight & tunnel well spaces filled with cement.

Tank end between No. 3 & 4 double bottom tank made tight.

Tank tops of No. 3, 4 & 5 double bottom tanks fitted with water tight patches tank tops tested and made tight.

Slack rivets & sprung landings of tunnel dealt with & tunnel made tight.



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S. S. "MOORCOT"

One second hand bower anchor supplied.

Remaining 180 fathoms of chain cable examined repaired and repaired lengths tested.

Windlass opened up and examined, no repairs necessary.

Ballast and bilge lines from engine room to aft end of vessel, removed, cleared of sand and tested on completion.

Main condenser circulating pump and ballast pump opened up and cleaned with their ship side valves.

Main condenser cleared of sand, about 1200 wood ferrules renewed, condenser tested on completion and found satisfactory.

As three bower anchors and 90 fathoms of chain cable (stated to have been lost) of the correct size and weight could not be obtained in the Colony the vessel was allowed to sail with a second hand bower anchor of 40 cwts. attached to 105 fathom of cable & one stream anchor attached to 75 fathom of cable.

Chas. R Rowcliffe

Surveyor to Lloyd's Register.



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