

COPY.

24 OCT 1949

Lloyd's Register of Shipping.



Port

KEELUNG

17th, August 1949.

PRELIMINARY REPORT: RECLASSIFICATION SURVEY

This is to Certify that

CHARLES RITCHIE

the undersigned Surveyor to this Society did at the request of

Messrs. K-Hsing Steamship Co., Ltd. Survey the Single Steel Screw Steamer "KAIKORAN", ex "CAPE HERALD", 3151 tons gross of Panama, whilst the vessel lay afloat at Harbour Buoy, KAO HSUNG (FORMOSA) on 14th, Aug. 1949 and subsequently, for the purpose of recommending repairs with a view to completion of the Special Survey held at Port Chalmers between Jan/6th. The vessel was formerly classed "A1" with the Society and bore the notation G.S. W.M. 2nd, R3, 43; with date of survey 11.46.

The S.S. "KAIKORAN" arrived at DUNEDIN, N.Z. in Oct. 1947 and SURVEY AND REPAIRS, as recommended by the Society's Surveyor, were held during the period. Vessel was kept afloat at Port Chalmers on Sept. 1948 when Vessel was dry docked. She was undocked without a being expected and repairs on other parts of the Vessel were stopped Oct. 1948. Vessel was put up for sale. Vessel was subsequently sold to the New Zealand Government.

report
Oct Black Line 14/49
o/s 14/49
incl. Reclass.

6/11/20-7/11/50-086700

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S.S. "KAIKORAI" - continued

FOUND

Bilge strakes amidships for half-length,
"E" & "F" strake for full length, and
"G" strake for half length amidships.

Cart. No. 1

RECOMMENDED

PORT SIDE

"C" Strake No. 2 plate to renew

"E" Strake, plates Nos. 1 and 10 to
renew.

"F" Strake, plates Nos. 1, 9, 10 and 12
to renew, No. 15 after half length to
double, No. 17 fore half plate to double.

"G" Strake plates Nos. 7, 9, 10, 11, and
14 to renew.

"H" Strake plate Nos. 10 and 11 to renew

"J" Strake, plate No. 11 to renew.

Bridge plating, one plate to crop and
part renew.

Starboard Side :-

"B" Strake plate No. 1 to renew

"C" Strake plate No. 2 to renew

"E" Strake plates Nos. 1, 2, 5, and 10 to
renew.

"F" Strake plate Nos. 1, 3, 9, 10, 12 and
14 to renew; No. 15 after half length to
double; No. 17 fore half length to double.

"J" Strake plate Nos. 11, 12, and 15 to
renew.

plate No. 10 to renew.

substituted for length of 10-6"

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FOUND

RECOMMENDED

- (6) Engine Room. All frames at P. side wasted generally.
- (7) Bilge brackets mostly all wasted in engine room P. side.
- (8) After transverse bulkhead wasted at P. side, second strake from bottom.
- (9) Tank tops at P. side were previously reported thin and wasted with tank margin plate at P. side also perforated.

- (6) To renew or part renew shell frames at P. side.
- (7) To effect repairs and/or renewals to wasted bilge brackets at P. side.
- (8) To fit doubler on after bulkhead at P. side.
- (9) To clear tank tops and affect necessary repairs to tank top plating and P. margin plate.

Forecastle Deck

- (10) Waterways at ford end P. and S. sides upper thin:

- (10) To drill test waterways at ford end.

Main Deck Plating:

- (11) Local wastage noted adjacent to fore and main-masts; with wastage also at P. side of IR casing, being perforated in places.

- (11) To fit doublers adjacent to fore and main masts; and plating P. side of IR casing to be dealt with.

- (12) Plate by field bulkhead S. side badly wasted, ford of new plate.

- (12) To drill test plate with view to renovel, or fitting doubler.

- (13) Plating between bridge front and No.2 hatch appears thin

- (13) To drill test plating between bridge front and No.2 hatch.

- (14) Plating on fore deck is generally pitted and wasted.

- (14) To drill test deck plating of fore deck at certain areas.

Ford Well Deck

- (15) No. 1 Hatchway coaming at S. side, plating set out at ford end.

- (15) To fair

- (16) No. 2 Hatchway S. side coaming stiffener wasted at ford end, and stiffener at aft end holed

- (16) To fit doubler at S. side of coaming stiffener and to crop and part renew 8 ft. at aft end.

- (17) Several coaming cleats of ford hatches wasted

- (17) To renew wasted cleats.

- (18) Foremast, deck brackets of platform wasted and pitted at lower parts.

- (18) To fit doublers where necessary to deck brackets

Upper Decks:

- (19) Plating on ford side of bridge front mostly wasted, and has doublers already fitted.

- (19) To crop and part renew or to fit doubling plates.

- (20) Plating in line with P. Bunker hatch appears thin at ford and after sides; and plate abaft hatch at P. sides; also thin

- (20) To drill test plating at ford and after sides; and to fit doubler 5' x 2' to plate P. Side

S.S. "KATONAH" - continued

Cert. No. 1

FOUND

RECOMMENDED

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|--|--|
| (21) Bunker hatchway tyzac bars wasted at ford and after ends of coaming plates. | (21) To be dealt with. |
| (22) Plate shaft S. Bunker hatch, thin and set down | (22) To drill test. |
| (23) Bulwark rail S. side abreast bunker hatch, holed and wasted. | (23) To renew bulwark rail for 16 ft. |
| (24) Plating at after end overhang thinned and wasted at P. & S. sides. (Inboard plating already renewed). | (24) To crop and part renew or fit doublers. |
| (25) Plating alongside P. side of ER casing badly pitted and wasted. | (25) To fit doubler 18' X 2'. |
| (26) Boat deck wood planking in poor condition generally & tie plates in way reported deteriorated | (26) To renew wood planking where necessary along with tie plates. |
| (27) Tie plate at P. side under Bridge deck badly wasted at ford end. | (27) To crop and part renew tie plate. |

Fiddley Casing Tops, Etc.

- | | |
|--|--|
| (28) Stakehold fiddley grating steel cover holed at P. and S. sides. | (28) To patch steel covers. |
| (29) Fiddley casing top covered with composition and latter cracking badly. | (29) To clear casing top composition for inspection. |
| (30) Engine Room skylight casing ford and after end rivets sprung; Nos. 2 and 3 panel angles broken at S. side. | (30) (a) To refasten casing at ford and after ends.
(b) To repair panel angles. |
| (31) Peop Plating at aft end by steering chain sheaves appears thin; (several new plates have been renewed in this area). | (31) To drill test plating in way sheaves at P. and S. sides. |
| (32) Rudder deck gland loose and wedges wasted. | (32) To adjust gland and renew wedges. |

After Wall Deck:

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|---|--|
| (33) After hatch, S. side of coaming, plate set out. | (33) To fair. |
| (34) Mainmast plating of deck brackets on food and after sides of platform badly pitted. | (34) To fit doubling plates in way of wasted plating of deck brackets. |
| (35) Nos. 1, 2, 3, and 4 hatches side coaming plates grooved at upper edges by wire ropes of cargo handling gear. | (35) To build up side coaming plates at upper edges where grooved by EW at all four hatches. |



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S.S. "KAIKORAI" - continued

Cert. No 1.

FOUND

RECOMMENDED

Cargo Holds

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| (36) No. 3 Hold tank tops in poor condition, being wasted and corrugated mostly with numerous doublers fitted no permanent ceiling is fitted. | (36) To drill test tank tops throughout in No. 3 Hold. |
| (37) Thrust recess in No. 3 Hold, top plating wasted. | (37) To drill test. |
| (38) Curved plating of shaft tunnel in Nos. 3 and 4 Holds indented moderately. | (38) To fair curved plating |
| (39) Tunnel recess top plating in No. 4 Hold appears thin | (39) To drill test. |
| (40) No. 4 Hold tank top plating not seen ceiling being fitted over same and bilge brackets not seen. | (40) To remove ceiling for full inspection of tank top plating and limber boards to lift at bilges |
| (41) No. 2 Hold bulkhead stringer brackets buckled. | (41) To fair stringer brackets. |
| (42) No. 2 Hold, two round pillars bent abaft hatchway. | (42) To fair both pillars. |
| (43) Tank top plating in No. 2 Hold not seen properly nor the bilge brackets. | (43) To clear tank top for full inspection of same with margin plates to ascertain if repairs have been wholly completed. |
| (44) No. 1 Hold tank top appears in order several plates having recently been renewed, but plating was not holed down. No ceiling fitted. (Side stringer and other repairs have recently been carried out in this hold). | (44) To clean tank tops full inspection |
| (45) <u>Tween Deck Bunkers</u>
Steel work heavily rust coated. | (45) To chip steelwork for further inspection. |

Main and Side Bunkers.

- | | |
|---|--|
| (46) Not seen at this time. Several bilge brackets at P. and S. sides including angles on margin plates previously reported wasted with several stringer brackets and beam knees and later reported repaired. | (46) To clear for survey and to ascertain if repair work previously recommended has been wholly completed. |
| (47) <u>Fore Peak</u>
Aftermost floor top flange wasted | (47) To crop and part renew. |
| (48) <u>Chain Locker</u> | (48) To clear for inspection. |

D. B. Tanks

- (49) It was not possible to examine the D. B. Tanks at this time, but as extensive repairs were previously recommended by the Society Surveyor, it will be necessary to open up all D.B. Tanks for full internal examination.

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S.S. "KAIKORAI" - continued

Cert. No. 1

EQUIP

RECOMMENDED

Miscellaneous

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|---|---|
| (50) Air and sounding pipes unprotected in holds. | (50) To fit guards in way of air and sounding pipes in holds. |
| (51) Wooden hatch covers | (51) To fit with galvanised iron bands at ends. |

Machinery

- | | |
|--|--|
| (52) The main engines and auxiliaries having mostly all been examined and under repair, the last as given one opposite column gives the outstanding items yet requiring survey for completion of latter. | (52) (a) To open up M.E. plunger pump, L.P. cyl. and piston, air pump, and dynamo engine for examination.

(b) To inspect main engines and auxiliaries under working conditions; and to examine the rebuilt aux-condenser. |
| (53) Way bar shaft bearing keep broken. | (53) To renew bearing keep. |
| (54) Electrical equipment. | (54) To megger test electrical equipment for insulation resistance. |
| (55) Tail shaft | (55) (a) To withdraw for examination (TS having joined liner).

(b) To check refitting of propeller to shaft. |
| (56) Sea cocks and shell fastenings | (56) To open up for overhaul and survey. |

Main Boilers

- | | |
|---|---|
| (57) P. and S. Main Boilers under steam at this time and only Centre Boiler seen internally at steam side.

Centre Boiler G. C. crown plates found wasted along with upper parts of back tube plates. | (57) To renew crown plates of G.C.'s of Centre Boiler and wasted sections of back tube plates. |
| (58) P. and S. Main Boilers previously reported by Society's Surveyor as being considerably wasted and pitted on crown plates and back plates of G. C.'s. | (58) (a) Sections of wrapper plates and back tube plates along with crown plates were previously recommended for cropping and part renewal.

(b) To open up P. and S. Boilers to ascertain whether above repairs have been carried out. |
| (59) Port Boiler, the stbd. furnace corrugations reported wasted at apex. | (59) To build up the apex of corrugations of S. furnace of P. Boiler, with E.W. and to fit compensating rings as necessary. |
| (60) Smoke tubes | (60) To inspect all smoke tubes of 3 main boilers when latter cleaned. |

S.S. "KAIKORAI" - continued

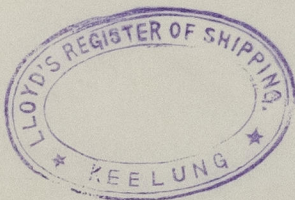
Gert. No.1

FOUND

RECOMMENDED

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|---|---|
| (61) Mountings of three main boilers | (61) To open for survey. |
| (62) <u>Boiler Pressure</u> : The working pressure of the main Boilers was reduced from 180 to 160 lbs /sq.in. by the N.Z. Govt. Marine Dept. Surveyors on 30/3/49 on account of the above boiler deficiencies. | (62) To subject boilers to hydraulic test of $1\frac{1}{2}$ times the W.P. of 180 lbs. /sq.in. on completion of all boiler repairs. |
| (63) <u>Funnel</u> perforated on ford side of upper strake near stay plates. | (63) To fit doubler 2 ft. high at upper strake of funnel on ford side for half circumference. |
| (64) Ash shoot wasted | (64) To repair |
| (65) <u>Widless</u> crankshaft bearing keep broken and fitted temporarily with clamp, and intemmed shaft gear wheel teeth broken. | (65) To renew bearing keep, and to peg broken teeth by securing fitted studs.

(b) To open up steam cylinders for survey. |
- (66) To complete classification survey the following requirements remain to be dealt with as well as the repairs and/or renewals listed above:-
- (a) Pumping arrangements to examine and test.
 - (b) Fore Peak and all D.B. Tanks to test by head of water to Rule requirements.
 - (c) Steeling gear chains, rods, sheaves and pins to inspect.
 - (d) Anchors and cables to range for survey.
 - (e) Ventilators' and air pipes' wood and canvas covers to inspect.
 - (f) Masts, spars, rigging and general equipment to prepare for survey.
 - (g) Freeboard to verify.
 - (h) Oxidation to remove from all parts, and steel work throughout the vessel to be examined and afterwards recoated.
 - (i) Vessel to be dry docked for survey of rudder, stern frame, etc.



R. Ritchie
Surveyor to Lloyd's Register.

FEE. HK\$ 600. $\frac{00}{XX}$.



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