

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 17th June 1950 When handed in at Local Office... 19 JUN 1950 Port of NEWCASTLE ON TYNE

No. in Survey held at Wallend-on-Tyne Date, First Survey 9 Last Survey 14th June 1950
Reg. Book. 27031 on the Wood, Iron or Steel S.S. "KALOO" (No. of Visits ONE)

TONNAGE: Built at Campbeltown By whom Campbeltown S.S. Co. Ltd When 1919 MONTH 3
GROSS 1768 Owners ~~Austin Topping Ltd. Co. Ltd~~ Christian F. Owners' Address
UNDER DK. 1070 Managers ~~Gallagher, Lamb & Co. Ltd~~ AHRENKIEL Port belonging to Hamburg
NET 758

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Beland No. 1 Slipway Destined Voyage
Cell D Bor D Ba feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

CHARACTER.	Date of last Survey and of Periodical Surveys.	Machinery and Boiler surveys (Including date of N.B., if any).
+100A1	10/49	+LMC 8/46
S.S. Dux	8/46(1)	RS 1/50
124.		CL 12/48
Large patches not fitted.		

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 67A. Port Bharu

(Periodical Surveys, when held, must be reported in detail and serially 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.

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

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Drydock

Now done: Vessel placed in slipway, bottom & rudder cleaned, examined, but not recoated. Weather decks, casing, superstructure bulkheads, hatch coamings and closing appliances, steering gear (not oiled out), windlass and equipment generally examined, and as far as could be ascertained all efficient.

The following defects found on shell etc.
Rudders:- The two lower pintles have approx 1/4" clearance from gudgeons.
Shell:- Stem bar set over to starboard between 3'-0" & 13'-0" draught marks. Stem plates in A, B, C, & D strakes (P&S) in way distorted. F1 shell plate (SS) heavily indented. E5, F5 (SS) heavily set in and framing in way distorted. E3, F3 (PSF) indented, framing in way distorted. A few scabbled rivets on bilge strake (P&S) require repair. P.T.O.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fairled or Repaired								
Fairled or Repaired in place								

PRESENT CONDITION OF THE		Copper, or Y.M.	
Decks	Efficient	When fitted, Month	Year
Caulking of Decks	Efficient	Boats	Efficient
Coamings	Efficient	Masts, Yards, &c.	Efficient
Beams & Fastenings	Not eff	Condition, how ascertained	Timber Deck (No)
Outside Plating	Efficient	Equipment letter	0
Frames	Efficient	Anchors, No. of	26-15.
Reverse Frames	Not eff	Cables (State if now ranged)	No
Longitudinals	Efficient	Length 210 lbs mean diam.	✓
Transverses	Efficient	Rule length 240 size 1 3/16.	
Floors	Not eff	Chain Locker	Not eff
Keelsons	Not eff	Hawsers & Warps	Sufficient
Stringers	Not eff	Standing and Running Rigging	Efficient
Inner Bottom Plating	Not eff	Sails	
Have the Tanks been examined internally?	No		
Have the Tanks been tested?	No		
Bulkheads	Not eff	Engine Room Skylights	Efficient
Celling	Not eff	Coal Bunkers, Opening, Covers, &c.	Efficient
Cement or Asphalt	Not eff	Oil Bunkers	
Rudder	Efficient (see report)	Scuppers	Efficient
Steering gear and its connections	Efficient	Cargo Hatchways	Efficient
Windlass	Efficient	Hatches	Efficient
Have pumps been examined and found efficient?	Not eff	Planking	
Have Sluice Valves been examined and found efficient?	Not eff	Caulking	
Have Watertight Doors been examined and found efficient?	Not eff	Treenalls	
Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	
Air and Sounding Pipes	Ducted Efficient	Transoms, Pointers & Crutches	
Doubling Plates under Sounding Pipes	Not eff	Timbers of Frame at openings	
		" " at other places	
		Stringers, Clamps & Shelves	
		Sanding	
		State if examined.	

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, in my opinion, is eligible to remain as classed in the Register Book without fresh record of survey, subject to vessel being drydocked on arrival at Kiel, and permanent repairs being effected to rudder, stem & stem plating, indented shell plating etc (P&S). Rovers anchors & 30 fms cable to supply.

Survey Fee (per Section 29)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute (FRI. 7 JUL 1950)
Character Assigned: Deferred for repairs J.H.P.

R.D.J. Gordon
Surveyor to Lloyd's Register of Shipping.



S.S. "RALOO"

Repairs etc:- No repairs were effected at this time. It was stated that the vessel was being sold to German Owners - AHRENKIEL of HAMBURG, and that vessel would be renamed ALPHA with HAMBURG as port of registry.

The above mentioned defects were pointed out to the interested parties in sale of vessel, and the representative of the new German Owners stated that vessel would proceed to Kiel, via Methun, and would be drydocked on arrival for repairs & special survey.

In my opinion, the vessel is in efficient condition for the voyage.

S.R. LIST: Nothing done at this time regard supply of bower anchors & 30 fathoms cable. R.H.H.

SURVEY OF MACHINERY.

Machinery Survey

1 visit 14-6-50

Vessel placed on slipway, examined outside fastenings of sea connections, propeller & outer end of stern bush. Wear down 4/32". Defects: 2 Leadless studs in main injection double & one in ballast pump injection double. The new Owners representative states that these will be renewed during special survey in Kiel to which port the vessel is proceeding. Vessel considered efficient in the meantime.

Noted
J.M.
5-7-50

R. Hunter

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

ANCHORS.

Table with 8 columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with 8 columns: 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.

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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