

21 JUN 1950

No. 107380

## REPORT OF SURVEY FOR REPAIRS, &amp;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 Wallasey - on Tyne Date, First Survey 2 Last Survey 14th June 1950  
 Reg. Book. 23031 on the Wood, Iron or Steel S. S. "KALOO" (No. of Visits ONE)

TONNAGE :—  
 GROSS 1768  
 UNDER DK. 1030  
 NET 758

Built at CampbeltownBy whom Campbeltown S.S. Co. LtdWhen 1919 MONTH 3Owners British Taring Ltd. Co. LtdOwners' Address Christian F.

(If not already recorded in Appendix to Register Book)

Managers Gallagher, Lamb & Co. LtdAHRENKIELPort belonging to HamburgSurveyed Afloat or in Dry Dock? DrydockName of Dock Beland No. 1 Slipway

Destined Voyage

Cell D B or D Ba feet; uE & B feet; f feet  
 total capacity tons FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 67A Port Bhar

(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

Society's Freeboard (if assigned) as painted on Ship and now verified ✓ ft. ins.

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 overhauled), 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 finches 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 & B 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 scrubbed 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 Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

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

## General Observations, Opinion as to Class, Recommendation, &amp;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). Rudder anchors & 30 fms cable to supply.

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

Committee's Minute FRI. 7 JUL 1950Character Assigned Deferred for repairs

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009021-009029-0107



S.S. "BALOO"

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

In my opinion, the vessel is in efficient condition for the voyage.  
S.R. L.I.S.T. Nothing done at this time regard supply of bones  
anchors & 30 fathoms cable. J.H.H.

# SURVEY OF MACHINERY

Machinery Survey

1 visit 14-6-50

Vessel placed on slipway, examined outside fastenings of sea connections, propellers & outer end of stern bush. Wear down 5/32". Defects: 2 Leadless <sup>studs</sup> in main injection doubles & one in ballast pump injection double. The new Owners representative states that these will be repaired during special survey in Kiel to which port the vessel is proceeding. Vessel considered efficient in the meantime.

A. Huntington

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

## ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd ..																
	3rd ..																
	Collective Weight																
	Stream .....																
	Kedge .....																

If Patent state name of Patentee.

If Stockless, state Mechanical Test.

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

## CHAIN CABLES.

[illegible]

B.—If this Report is copied by Copying Press, especial 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.