

Rpt. 8

Port HAMBURG

Date of writing Report 10.3.60

When handed in at Local Office 11. MRZ 1960

Received London

Survey held at HAMBURG

No. of Visits 4

First Date 8. 2. 19. 60

Last Date 15. 2. 19. 60

No. 9245
14 MAR 1960

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

42873 on the Iron or Steel S.S. ~~KDS~~

"KALLY" ex "SUNVALLEY"

Tons gross 7155

Built at Vancouver

By Whom North Van. Ship Rprs. Ltd.

Year 1943 Month 10

Owners Eddie Steamship Co. Ltd.

Owners' address (If not already in R.B.)

Managers

Port of Registry Keelung

Surveyed Afloat or in Drydock both

Name of Dock Deutsche Werft Finkenwerder

Date of last examn. in Drydock 3-2-60

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 8917

Port Oslo

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
100 A1	LMC 3/56
SS 7/56	BS M 1/58
Dkg. 3/58	TS CL 3/58
	Sps. 7/56

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified ft ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING & REPAIRS

Repairs (Wear & Tear)

Several minor fractures in rudder side plates veed out and welded.

6 defective rivets in way of No. 1 D.B. tank repaired by el. welding.

All air pipes checked, two steel hoods renewed, three gauges renewed and one defective air pipe part renewed. 23 closing flaps made workable. Some further minor repairs effected.

It was found that the outside shell, weather deck plating and hatch coamings were heavily covered with scale, but the Owners' Representative requested that the removal of this scale be deferred to the S.S. due in about 4 months' time.

It is, therefore, recommended that the class be made subject to this scale being removed at the S.S.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? yes

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent? now

Has Interim Certificate been issued? yes, copy attached.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey: for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship, so far as now surveyed, is eligible in our opinion to be continued as at present classed with fresh record of D.S. 2/60, subject to shellplate No. 1 in 2nd strake below sheer (as from forward) etc. being dealt with and to extensive scaling of shell and weatherdeck plating and hatch coamings being carried out at the next S.S., also to any other conditions which may be attached to the ship's class being dealt with as previously recommended.

D. Shaw & N. Quinlan
Surveyors to Lloyd's Register of Shipping

Date of Committee

THURSDAY 28 APR 1960

Minute

See LA 8830

Noted for Master



© 2021

Lloyd's Register Foundation

TABLE 1

Items	Now Examined		Docking		SURVEY			
	YES	NO or NONE	Tanks	Now Examined Internally	Now Tested			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	yes		F.P. Tank		/			
Rudder lifted	no		A.P. "					
Weather Decks, Superstructures and Casings	yes		D.B. Tanks (indicate Oil Fuel and Cofferdams)					
Hatchways, Covers, closing and securing appliances	yes							
Ventilator coamings, skylights, companionways and closing appliances	yes		Fresh Water Tanks					
Holds	no		Deep Tanks					
Tween Decks	no		Oil Fuel Bunkers and Settling Tanks					
Fore Peak Spaces			Side Tanks					
After " "			Wing Tanks					
Engine Space			Other Tanks					
Boiler "			Cargo Tanks (Tankers)					
Under Engines and Boilers			Cofferdams					
Tunnel and Well			Pump Rooms					
Coal Bunkers								
Chain Locker								
Other Spaces								
			Have Tanks now Examined been Cleaned as Necessary?				-	
			Have Struts in Cargo Tanks (of Tankers) been removed?				-	
			Have Tanks been Retested as necessary after completion of any Repairs?		-			

Have the spaces now surveyed been cleared and cleaned as necessary? yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? no

Have the bilges been cleaned out and examined? no Has cement in bottom been examined? no

Has steelwork had rust removed and afterwards been recoated as necessary? no

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? no

Has a Load Line Survey been held? no If so, state which -

Have the shell and deck plating been drilled as per Rule? no If so, Report 8(Dr) to be attached -

Have any alterations to the approved scantlings and arrangements now been effected? no If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	efficient	Ceiling and Cargo Battens	not examined	Sluice Valves examined and found	not examined
" " in way of side scuttles	efficient	Cement or Asphalt	not examined	Air and Sounding Pipes	above deck, efficient
Rudder and Sternframe	efficient	Cargo and other Hatchways	efficient	Doubling Plates under Sounding Pipes	not examined
Decks	efficient	Hatches and closing appliances	efficient	Masts and Rigging examined and found	efficient
Superstructures and their closing appliances	efficient	Ventilators, their coamings and closing appliances	efficient	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	efficient	Companionways and Skylights	efficient	Chain Locker	
Beams and Fastenings	not examined	Shell Openings	efficient	EQUIPMENT	
Frames	not examined	Ash Shoots	-	Equipment Letter	at 2 1/16" SQ
Reverse Frames	not examined	Overboard Discharges and Scuppers	efficient	Anchors, No. of	3B 1S Condition efficient
Longitudinals	not examined	Freeing ports	efficient	Cables (State if now ranged and examined)	not
Transverses	not examined	Steering Gear (Main and Auxiliary)	efficient	" length (on board)	- mean diam. -
Floors	not examined	examined and found	efficient	" Rule Length	- Size -
Keelsons	not examined	Windlass examined and found	efficient	Hawsers and Warps	sufficient
Stringers	not examined	Pumps " " "	not examined	State if any Anchors or Chain Cable have	
Inner Bottom Plating	not examined	W.T. Doors " " "	not examined	now been supplied or retested, if so	
Bulkheads and Tunnel	not examined			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? yes See Below under SRL No. 173:- "Shell No. 1 in 2nd below sheer s.s. from ford. & adjacent she plate No. 2"

REMARKS, REPAIRS, Etc. (Contd.)

Temporary repairs previously carried out examined and found efficient.

Further temporary repairs now carried out.

Outside doubling, welding at bottom edge re-inforced. 3 buckled frames in fore-castle space re-inforced by fitting brackets from frames to deck.

It is submitted in view of the further temporary repairs now carried out that the request of the Owners' Representative that permanent repairs be deferred to the S.S. merits the favourable consideration of the Committee.

SRL Appendix:- Items examined and found to continue efficient.

Survey Fee £ 10.0.0. Second Surveyor's Fee (if any)

Special ~~Damage~~ Repair Fee (if any) £ 5.0.0. Date when A/c. Rendered

Travelling Expenses (if chargeable) £ 2.14.0.

© 2021

Lloyd's Register Foundation