

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7.7.52 When handed in at Local Office 1952

Port of Rotterdam

No. in Reg. Book 1537 Survey held at Rotterdam Date, First Survey 4-6-52 Last Survey 27-6-52 1952

on the Wood, Iron or Steel M. KAUPPO

Built at Newcastle By whom Swan Hunter & Wigham When 1905 YEAR MONTH

GROSS 2963 Owners Kauppo S.S. Co. Ltd. Owners' Address _____

UNDER DK 2364 Managers J. Hoffmann & Co. Ltd. Port belonging to London

NET 1788 Surveyed Afloat or in Dry Dock on slipway Name of Dock Wilton Edward Destined Voyage Newcastle

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

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

CHARACTER: * for Special Survey, Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

<u>100A1</u>	<u>L.M.C. 6.48</u>
<u>Jul 2.52</u>	<u>B.S. 8.57</u>
<u>Reclined 6.48</u>	<u>108 Prefitted 24</u>
<u>10 Gms. - 6.48 (24)</u>	<u>T.S. C.L.V. 5.50</u>
<u>Cargo battens</u>	
<u>not fitted.</u>	

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

Last Report, No. 109185 Port RWC

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 to Owners

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Survey Special Survey (Port)

The vessel was reported to have been sustained damage due to the following: 1. Vessel aground while discharging (date and port unknown) 2. Contact with quayside at Blyth 3. Contact with Liverpool Quay (date unknown) and to unknown causes.

The following repairs in connection with the above were recommended:

1) Port bilge keel to be cropped including shell angle and partly renewed in way of shellplates E5 and 6 and E6 and 7. (bilge keel set down)

2) Starboard E-shake plate No. 4 to be removed, faced and refitted.

3) Starboard E-shake plate No. 3 to be faced in place (Plates set in) Indented frames in way of these plates to be faced in place. p.f.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 Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>see report</u>	<u>see report</u>	<u>good</u>	(State if on Felt.)
Caulking of Decks		<u>see report</u>	When fitted, Month Year
Coamings	<u>Cement or Asphalt</u>	<u>Oil Bunkers</u>	
Beams & Fastenings	<u>Rudder</u>	<u>not examined</u>	Boats <u>not examined</u>
Outside Plating	<u>Steering gear and its connections</u>	<u>see report</u>	Masts, Yards, &c. <u>not examined</u>
" " In way of sidelights	<u>Windlass</u>		Condition, how ascertained
Frames	<u>Have pumps been examined and found efficient?</u>	<u>Planking</u>	(State if wedges removed.)
Reverse Frames	<u>no</u>	<u>Caulking</u>	Equipment letter <u>4</u>
Longitudinals	<u>Have Sluice Valves been examined and found efficient?</u>	<u>Treenails</u>	Anchors, No. of <u>complete</u>
Transverses	<u>no</u>	<u>Breasthooks & Stemson</u>	Cables (State if now ranged) <u>not ranged</u>
Floors	<u>Have Watertight Doors been examined and found efficient?</u>	<u>Transoms, Pointers & Crutches</u>	" length (on board.) mean diamr.
Keelsons	<u>not examined</u>	<u>Timbers of Frame at openings</u>	" Rule length size
Stringers	<u>Have Ventilators and their Coamings been examined and found efficient?</u>	<u>" " at other places</u>	Chain Locker <u>see report</u>
Inner Bottom Plating	<u>see report</u>	<u>Stringers, Clamps & Shelves</u>	Hawsers & Warps <u>sufficient</u>
Have the Tanks been examined internally	<u>Air and Sounding Pipes</u>	<u>Salting</u>	Standing and Running Rigging <u>sufficient</u>
Have the Tanks been tested?	<u>not tested</u>	<u>State if examined</u>	Sails

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."

It is submitted this ship is eligible to remain as classed with fresh date of docking 6-52, to proceed on her contemplated voyage Rotterdam - The ship in excellent condition for Owners' further decision in regard to Spec. Survey and extensive repairs and additional renewal survey.

Survey Fee (per Section 23) <u>700.-</u>	Fees applied for, <u>8/7 1952</u>
Special Damage or Repair Fee (if any) _____	Received by me, _____
Travelling Expenses (if chargeable) <u>13.-</u>	_____
Second Surveyor's Fee (if any) _____	_____

Committee's Minute TUES 26 AUG 1952

Character Assigned Record - to be broken up

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

20m.12.20. Transfer Ink. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested to write on or below the space for Committee's Minutes.)

mby

W1086-0220/4

The Surveyors are requested to write on or below the space for Committee's Minutes.

do not post handing submission of Casualty to the Com. W.A. Wheeler Surveyor to Lloyd's Register of Shipping. 2020

M/S. KAUPO.

Connection with the stem, not surveyed:

Shellplating: Portside C-14, D-14, F-10, G-10 to be renewed. Starboard C-15, D-14, F-5, G-15, H-15 to be renewed.

Port and starboard sheerstrake plating in way of bridge plates 1-4 to be renewed.

Washed rivets in port and starboard landing forward of E/F stoke to be renewed.

Rudder: Rudder to be lifted and rebushed after reboiling of gudgeons. Rattles to be dealt with, as necessary.

Holds: Hold 4 One pillar to be removed, fair and refitted, connection to be repaired as necessary.

Five painting beams to be renewed or repaired including connections.

Port and starboard side stringers: all shell-lugs, face plates and connecting lugs of face angle to frame to be renewed. Face angle of lower stringer to be partly renewed.

Bilgebrackets, portside all brackets to be renewed.

Starboard all brackets except 6 aftermost ones to be renewed. Frames: Port and starboard beam plates to be refitted by welding from bilgebracket to 2nd stringer.

Tanktop plating under aft W.T. bulkhead to be renewed (4 in hold 1, 4 in hold 2) except in way of penke stoke.

Aft bulkhead, 2 lower stokes to be renewed. Wing plates P.S. off 2 top stokes to be renewed. Two deep flanged stiffeners to be renewed incl. connection.

Hold 2: Forward W.T. bulkhead (see also hold 1), 7 stiffeners to be partly renewed, others to be fair and refitted.

P-brackets of stiffeners to tanktop to be renewed incl. lugs as required. Keel pillars to be removed, fair and refitted, connection to be repaired.

Port and starboard side stringers: All shell lugs, face plates and lugs to face angles to be renewed. 2 forward wing tanktop plates to be renewed.

Portside all bilgebrackets to be renewed. Frames: S.P. 14 frames to be cropped and partly renewed to 2nd stringer. All other frames to be fitted with welded bossum plates from bilgebracket to 2nd stringer.

S.P. 19 other frames to be fitted with bossum plates as S.P. Aft W.T. bulkhead: P.S. wing plate in stokes to be renewed. S.P. wing plate completely to be renewed.

Tanktop plating adjacent to boiler room to be renewed - one approx. 12' length, brackets and lugs to be renewed.

new tanktop plating to be renewed.

See also Port. Sheet 1.

Starboard G-shake plate N: 4 and H-shake plate N: 4 to be removed, fair and refitted (Plate set in). Frames in way of these plates when bent, to be fair in place.

Portside F-shake plate N: 11, G-shake plates N: 10 and 1 and H-shake plate N: 10 (all set in), to be removed, fair and refitted. Frames in way of these plates partly to be cropped, removed, fair and refitted as necessary. Portside F-shake N: 11 (indentia between frames) to be cropped and forward part to be renewed. Bent frames in way to be fair in place.

Note: All shell plates are counted from forward.

All the above recommendations have not been carried out, as vessel proceeded from Rotterdam to the Tyne for further orders, see further at bottom of this report.

Commencement Periodical Special Survey (C), due 6-52, Ship 47 years old.

Work done: Ship placed on slipway. Shellplating, stem frame and rudder cleaned, examined, and not recoated. Ship undocked 6-52.

Examined: All holds, fore and afterpeak spaces, (see note below), coal bunker (partly), engine and boiler spaces, also under boilers and engine, as far as accessible, decks, hatchways, covers, supports tarpaulins, cleats and battening arrangements.

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

ANCHORS.

Table with columns: Number of Certificates, Anchors, Weight Ex Stock, 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 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.

chainlocks, windlass externally, ventilator openings.

Examined internally: Afterpeak tank, all double bottom tanks except port engine room tank.

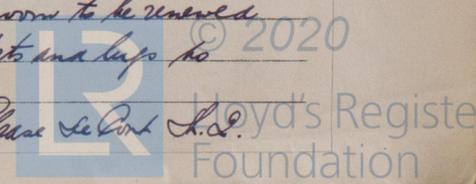
Note: All the above items have been superficially examined as the examined spaces were only locally cleared, lining not removed, no rust removed.

The following recommendations were made in - Please see Port. Sheet 1.

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much jammed 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.

M1066-0220 1/4



M. Kaup.

Holds. P.S. all bilgebrackets to renew. P.S. all frames to be renewed from margin to 2nd stringer. S.B. 23 frame to be cropped and renewed as P.S., 1 frame completely to be renewed. Forward N.T. bulkhead (aft P.R. bulkhead), brackets of stiffeners to tanktop to be renewed, six stiffeners to be cropped and lower part to be renewed. Stringers to be dealt with as necessary. Tunnelling to be renewed in way of hatch (approx. 20' long, stiffeners to be repaired as necessary. One pillar in hold to be removed, fitted and refitted.

Holds. Starboard S.B. all bilgebrackets to be renewed. Sidestringers lug, floor plates and shellings to be renewed, P.S. and S.B. 2 frames partly to be renewed 2 frames completely to be renewed. Tanktop plating 1 plate S.B. (Ath strake to be renewed. Three pillars to be removed, fitted and refitted. Tunnelling to be renewed over approx. 24' in way of hatch 4. Stiffeners of tunnel to be repaired as required.

Forepeak space: One floor reverse bar to be renewed, panting beam to be repaired as required, p.d. 2 beam knees to be renewed, port wing plate of collision bulkhead to be partly renewed. Stringers p.d.s. to be renewed.

Afterpeak tank: A.P. bulkhead top part to be renewed, wash bulkhead riveting to be renewed as required.

Coal Bunker: Two deep web frames to be renewed, transverse beam to be renewed, bulkhead plating to be renewed as necessary. 62 stiffeners to be renewed as necessary. (Belgs, no frames or shell plating could be examined on this occasion on being partly filled with coal).

Engine & Boiler space: Boiler room, centre line strake and tank top before boiler to be renewed. Engine room, centre line strake to be renewed also in way of forward part of tunnel, 5 floors in way of tunnel well to be repaired.

Decks: Deck plating of upper deck in way of bridge space to be renewed from approx. No. 2 hatch aft coaming to No. 3 hatch forward coaming.

Bridge deck plating to be renewed over full length.

Frame in way of upper deck, in bridge space to be fitted with boss plates in way of cement chocks.

Deck plating in poop space (tank top of A.P. tank) to be renewed.

Upper deck in way of fore-castle: greater part of deck plating to be renewed. Frame in way of cement chocks to be fitted with boss plates as necessary.

Fore-castle deck: wooden deck under windlass to be renewed.

Deck plating to be doubled in way of port bollards.

2 deck plate in poop deck to be renewed. approx. 10 deck plates in other place to be renewed.

Also see Cont. Sheet 3

W1086-0220 3/4

9-JUL 1958

Rpt. 9a.

Port of

Rotterdam

3rd

Continuation of Report No. 350 12^A dated

7-7-1952

on the

M. S. KaupsoChainlocks: Bottom to be doubled as necessary.

4 stiffeners on forward bulkhead to be renewed.

Windlass: Completely to be overhauled. Steam cylinder to be renewed.
Pinion wheel to be renewed. Brake to be renewed, screws
to be overhauled and part renewed.Manipulator winch: Various components to be renewed.Funnel: to be renewed.Bulwarks: Plating to be partly renewed, a number of stanchions to
be renewed.Double bottom tanks: D.B.T. 1. A number of slack rivets in various
connections to be renewed.

D.B.T. 2. Six aftermost floors to be renewed incl.

part V.T. floor. Intercostals to be renewed as necessary.

Dry tank under boiler: Centre keelson to be renewed full
length incl. top and bottom angles. Some floors
partly to be renewed. Top angles of floors to be partly renewed.Engine room tank S.B. Centre keelson to be renewed as required.
Some floors to be renewed as required. Top angles quarter
part to be renewed.D.B.T. 3. Some floor p. i. s. to be renewed in way of
funnel forward.

Slack rivets in various connections to be renewed.

Rudder trunk: to be renewed.Hatch covers etc. 36 covers to be renewed, various steel bands to be
repaired and renewed. 24 hatch cleats to be renewed,
various battens to be renewed.

The above recommendations have not been carried out on
this occasion. The items of the Spec. Survey as specified on page 1
have only been superficially examined as vessel was not efficiently
cleaned, cleaned or made rust free and these items require
further attention when carrying out repairs.

Course requested in connection with the above recommendations
postponement of permanent repairs until arrival of vessel
at the Tyne, where vessel is proceeding now in ballast condition.
An Interim certificate has been issued as per copy attached hereto.
S.R.L. Not dealt with now.

