

REPORT OF SURVEY FOR REPAIRS, &c.

Rpt. 8.

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

Port of Rotterdam

No. in Reg. Book.

Survey held at Rotterdam

Date, First Survey 4-6-52

Last Survey 27-6-52

1952

on the Wood, Iron or Steel

"KAUPO"

(No. of Visits)

TONNAGE :-

GROSS 2963

UNDER DK 2364

NET 1788

Built at Newcastle

By whom Swan, Hunter & Wigham

When 1905

MONTH 12

Owners Kaup & Co. Ltd.

Owners' Address

(It not already recorded in Appendix to Register Book)

Managers E. Hoffmann & Co. Ltd.

Port belonging to London

Surveyed Afloat or in Dry Dock

Name of Dock Wilton Dock

Destined Voyage

Newcastle

Cell D Bor D Ba feet ; u E & 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. 109185 Port nwc

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.

but not required

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

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 Pier (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-bulb plate No. 4 to be removed, fused and refitted. 3. Starboard E-bulb plate No. 3 to be fused in place (Plates set in) Indenter frames in way of these plates to be fused 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

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

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 classified in the Register Book without fresh record of Survey," "to remain as classified and to have record of survey, 1,38," or "to remain as classified and to have record of survey, 1,38, and the notations of as 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 Type in ballast condition for Owners' further decision in regard to Spec. Survey and extensive repairs and additional Renewal Survey.

Survey Fee (per Section 23)	£ 700.-	Fees applied for,	8/7 1952
Special Damage or Repair Fee (if any) (per Sec. 23)	£ :	Received by me,	10
Travelling Expenses (if chargeable)	£ 13.-		
Second Surveyor's Fee (if any)	£ :		

Committee's Minute

TUES 26 AUG 1952

Character Assigned

Record - to be broken up

wuse old owner

Surveyor to Lloyd's Register of Shipping.

M. Kaup.

Hold 3. I.S. all bilgebrackets to renew. I.S. all frames to be renewed from margin to 2nd stringer. S.B. 23 frames to be cropped and renewed as P.S., 1 frame completely to be renewed. Forward V.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.

Hold 4. Stand S.B. all bilgebrackets to be renewed. Side stringers, lugs, floor plates and shellings to be renewed, I.S. and S.B. 2 frames partly to be renewed. 3 frames completely to be renewed. Tanktop plating 1 plate S.B. (P.S. state 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.

Side Bunker

(Belgs, no frames or shell plating could be examined on this occasion as being partly with coal).

Engine &

Boiler space

Boiler room, Centre line stake and tanktop before boiler to be renewed. Engine room, Centre line stake 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 (tanktop 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.

See also Sheet 3

9-JUL 1952

Rpt. 9a.

Port of

Rotterdam

Jda

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. Brakes to be renewed, screws to be overhauled and part renewed.Manipulatorcam: Various components to be renewed.Funnel: to be renewed.Bulwarks: Plating to be partly renewed, a number of struts 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. port 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 SB: Centre keelson to be renewed as required. Some floors to be renewed as required. Top angles greater part to be renewed.

D.B.T. 3. Some floor p. & 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.

Comments 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.

M. S. Kaupso