

COPY.

Lloyd's Register of Shipping.

Port of ANTWERP.

4th February 1928.

This is to Certify that

GUDRANUS OTWAY HERBERT.

the undersigned Surveyor to this Society did at the request of the Owner's Superintendent survey the Steel Screw Steamer "KADISKA", of Antwerp, 5051 tons gross, for the purpose of ascertaining the nature and extent of the damage stated to have been sustained whilst on voyage from S. Africa to Antwerp via Hamburg through fire which broke out on the 23rd December 1927 and was finally extinguished on the 3rd January 1928; also through heavy weather on the 24th, 26th, 28th, 29th, & 30th December 1927.

For particulars see log. book.

On the 13th January 1928, the vessel then lying afloat in the Basin Canal, Antwerp, the undersigned upon making examination found damage and recommended repairs as follows:—

FINDS

RECOMMENDED.

FIRE DAMAGE.

BULGED AT AFTER END OF

No. 2 HOLD.

Two plates in the second tier to be renewed.
above tank top buckled.

Two plates in the third tier To be renewed.

& two plates in the fourth

tier badly buckled.

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
The Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any error or negligence of the Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society.

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FOUND

RECOMMENDED

Vertical shifting board angles
on bulkhead buckled.

To be removed, faired, replaced.

Second deck, angle bar on
bulkhead buckled.

To be removed, faired and replaced

Seven second deck beams buckled.

To be removed, faired, annealed &
replaced.

Two second deck beam girder
angles buckled.

To be renewed. The brackets connect-
ing girder to bulkhead to be
removed, faired, annealed, & replaced.

Fifteen wood shifting boards.
damaged by fire.

To be renewed.

SECOND DECK, PLATING.

COUNTING FROM BULKHEAD AT ANTER
END No. 2 HOLD:-

Centre strake No. 1, buckled.
PORTSIDE.

To be cropped & partly renewed.

A strake No. 1, B, strake No. 1
C, strake No. 1, & D, strake No. 1
buckled.

No. 1 A, B, C, strakes to be removed,
faired, annealed, & replaced. No. 1 C,
strake to be renewed.

STARBOARD SIDE.

No. 1 stringer plate buckled.

To be removed, faired, annealed, &
replaced. Stringer angle to be crop-
ped, removed, faired, annealed &
replaced.

A, strake No. 1, B, strake No. 1
C, strake No. 1 & D, strake No. 1
buckled.

No. 1 A, & C, strakes to be removed
faired, annealed & replaced. No. 1, B
& D, strakes to be renewed.

IN CROSS BUNKER.

Stakehold bulkhead port side
one plate buckled also stiffener
on it.

Plate to be renewed, stiffener to
be faired in place.

ALSO RECOMMENDED, that all ceiling, casings & cargo battens in No. 2
hold, between decks and cross bunkers, & the ceiling in the port side

bunker be removed & all the framing & plating be cleaned & recoated
as before, that all cement removed to facilitate or effect the foregoing

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3.-

repairs be renewed as before; that all fittings removed to facilitate or effect the foregoing repairs be replaced as before. On completion of the repairs the bulkhead at after end of No. 2, hold & the stokehold bulkhead on port side and the second deck at the after end of No. 2 hold be hose tested. A list of fittings, signed by the Captain, stated to have been destroyed by the fire is attached hereto.

DAMAGE THROUGH HEAVY WEATHER

On the 18th January the vessel then lying in No. 1 Dry dock Antwerp, where she had been placed for examination, the undersigned upon making examination, found damage & recommended repairs as follows: -

FOUND.

Rudder pintle nuts slightly slack.
D, strake No. 2, from forward port & starboard sides, fractured.
Caulking of E port side, started.
One butt and landing of plate in D & E, strakes, starboard, & two butts & beam port, & a few rivets in stem, started.

RECOMMENDED.

All pintle nuts to be tightened up.
To be renewed.
Riveting to be tested & caulking overhauled.
Rivets to be tested & removed, as necessary. Caulking to be overhauled & made good.

ALSO RECOMMENDED, that on completion of the repairs the fore peak tank be filled and coated; that all cement removed to facilitate or effect the foregoing repairs be renewed as before; all new and repaired work be coated outside and inside as before, and the whole of the work carried out so as to place the vessel in the same good and efficient condition as she was in before the alleged damage was sustained.

Fee & Tax..... Frs. 3233.-

J. C. Herbert
SURVEYOR OF THE LLOYD'S REGISTER.

ANTWERP.



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