

Register Tonnage  
 as cut on Beam ...  
 Length on Deck ...  
 as per Rule ...  
 Breadth Moulded ...  
 Depth, Actual ...  
 Moulded depth, ft. ... ins. ...  
 To Bridge Dk. ...  
 Round of Upper ...  
 Dk. Room Actual ...  
 W48-0079(112)

Received by Chief Ship Surveyor  
 Rpt. *James* No. 14237  
 VESSEL'S NAME Stl. Sc. Sr. "KALUA"

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey

Rule Dimensions 195 x 30 x 13.25 to upper dk.  
 17 to R.Q.D.

Scantling Numbers:- 43.25 x 8433

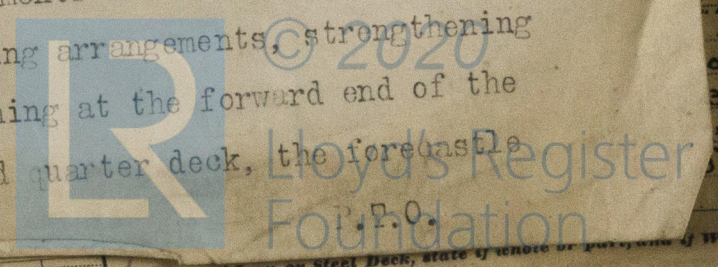
Proportions:- Length = 14.7 to upper deck  
 11.5 to R.Q.D.

This vessel was built by Messrs. J. Crown & Sons in 1908 and was classed with the Norske Veritas.

Plans and particulars of scantlings were examined in November last and found to be in accordance with the requirements of the Rules, provided the Surveyors satisfied themselves with regard to the efficiency of the panting arrangements, the strengthening of the bottom forward, the strengthening at the forward end of the bridge, and at the break of the Raised quarter deck, the forecastle deck and its supports, the pillaring arrangements throughout, and provided the requirements of the Rules for a steamer not built under survey be complied with, and on completion of the survey a favourable report be received, the steamer would be worthy to be favourably recommended to the Committee for the class 100A-.

To obtain the figure 1. 60 fathoms of 3 $\frac{1}{4}$  steel stream wire requires to be supplied.

The Grimsby Surveyors now report the vessel has been surveyed on a slipway and the requirements of section 48 of the rules and s.s.No.3 complied with, the panting arrangements, strengthening of the bottom forward, the strengthening at the forward end of the bridge and at the break of the raised quarter deck, the forecastle



\* If Iron or Steel Deck, state if tense or loose, and if W



W48-0079 (2/2)

-2-

deck and its supports and the pillaring throughout found satisfactory.

No certificates were produced for the anchors and cables as these are stated to have been irrevocably lost. The anchors and cables, however, appear from the report to have been tested at Lloyd's Proving Houses, and in the circumstances it is submitted the same might be accepted.

The shell plating was not drilled at this time.

60 fathoms of  $3\frac{1}{4}$ " steel stream wire have been supplied.

The workmanship appears to be good.

FURTHER

It is submitted the vessel appears worthy to be classed 100A1 (Steel) with record of survey 12,24 Gms. and notation of s.s.Gms.No.3-12,24.

100A1 (Steel)

1. Dk. (Stl.) "Well deck"

Cell DBa 57' f. 88' 198t. APT 14t.

F.K. 4BH Cem. Lloyd's A&P. RQD 96'. B. 15'. F.22'

Date of Build 1908

12,24 Gms.

s.s.Gms.No.3-12,24.

8.  
23.12.24.

*[Signature]*  
*[Signature]*



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