

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19-12-1924 When handed in at Local Office 19-12-1924 Port of Grimby  
 No. in Survey held at Grimby Date, First Survey 2-12-1924 Last Survey 18-12-1924  
 Reg. Book. 73865 on the Wood, Iron or Steel Sc. Ss. "KALUA" (ex "DACAPÖ") Master ✓

TONNAGE:-  
 GROSS 722 Built at Sunderland By whom J. Crown & Sons Ltd. When 1908  
 UNDER DECK 526 Owners Hooks S.S. Co. Ltd. Port belonging to Goole  
 NET 412 Owners' Address Managers Goole & Hull Steam Towing Co. Ltd.

Surveyed Afloat or in Dry Dock? Both Name of Dock Charlton's Destined Voyage ✓  
 WB=CellDBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted  
 total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.  
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 ✓  
 Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 3 and Classification.

Now done:-  
Vessels plating on Slipway bottom and under cleaned, examined & coated.  
The holds, peaks, chain locker and coal bunker cleaned and  
examined, ceiling removed as required by the Rules.  
Engine and boiler space cleaned and examined above and  
below platform.  
All rust removed from the iron and steel throughout the vessel  
and the surfaces re-coated as required.  
The plating in way of the sidelights examined.  
All double bottom tanks examined internally and tested  
seawater.

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Fair'd or Repaired ...								
Fair'd or Repaired in place ...								

Faired or Repaired in place									
PRESENT CONDITION OF THE									
Decks	Good	State if Tanks have been examined inside	yes	Dblng. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	✓		
Caulking of Decks	"	State if Tanks now tested	yes	Engine Room Skylights	"	(State if on Fell.)			
Waterways	"	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	✓	Year	✓
Coamings	"	Ceiling	"	Scuppers	"	Boats		good	
Beams & Fastenings	"	Cement or Asphalt	"	Cargo Hatchways	"	Masts, Yards, &c.		"	
Outside Plating	"	(State which.)	"	Hatches	"	Condition, how ascertained	Examination		
Caulking of ditto	"	Rudder	"	Planking of Wood Vessels	"	(State if wedges removed)	none		
Rivets	"	Steering gear and its connections	"	Caulking ditto	"	Sails	✓		
Breasthooks & Crutches	"	Windlass	"	Treenails ditto	"	Equipment letter	K		
Transoms	"	Have Pumps now been examined and found eff- cient?	yes	Breasthooks & Stems ditto	"	Anchors, No. of	3/3/5/14		
Frames	"	Have Sluice Valves now been examined and found efficient?	none	Transoms, Pointers, & Crutches ditto	"	Cables (State if now ranged)	yes		
Reverse Frames	"	Have Watertight Doors now been examined and found efficient?	yes	Timbers of Frame at openings ditto	"	length	210 feet	size	1 5/4
Floors	"			Ditto ditto at other places ditto	"	(on board)			1 7/16
Keelsons	"			Stringers, Clamps & Shells ditto	"	Rule length	210	size	1 7/16
Stringers	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Salting ditto	"	Hawser & Warps		Sufft	
Inner Bottom Plating	"			(State if examined.)		Standing & Running Rigging		good	

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is in a good and efficient condition and eligible  
in our opinion to be classed 100A1 in the Register Book and to  
have record of survey 1,2,24 and notation of SS Class No 3-12,24.  
Plating to be drilled when vessel is 24 years old or at next SS thereafter.

Survey Fee (per Section 29) £ 15 : 0 : 0 Fees applied for,  
 Freeboard Fee £ 4 : 0 : 0 20-12-1924  
 Special Damage or Repair Fee (if any) (per Sec. 29)  
 Travelling Expenses (if chargeable)  
 Second Surveyor's Fee (if any)

Received by me, A. R. Palmer & W. H. Kinlay  
 Surveyor to Lloyd's Register of Shipping.  
 Committee's Minute TUES. 23 DEC 1924  
 Character Assigned See J.E. report TUES. 24 FEB 1925



together with the after peaks by a head of water in accordance with the Rules.

The masts, (no masts) spars, rigging, general equipment, decks, E & B casings, deckhouses, hatchways, ventilator coamings and covers, hatch cover and supports, tarpauline, cleats and battens examined and found or placed in good and efficient condition.

It was not considered necessary to drill the shell plating  
at this time.

Starb & side lumber: One angle stiffener secured; one strong beam strengthened by a face plate.

A few inch diameter rivets in E & B casings cut out and removed.

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

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream .....																
	Kedge.....																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower

[illegible]

Some repairs to the bottom and side plating on account of damage have been carried out at this time under the supervision of the Norske Vitars Surveyors. On completion, these repairs examined and found satisfactory.

A. R. Palmer & Wm<sup>c</sup> Kinlay