

s.s. "KALUA" ex "DACAPO", No. 73865 in R.B.

Dimensions : 195 x 30 x 13.25 to upper deck.  
17 to raised quarter deck.

Scantling numbers : 43.25 & 8433

Proportions : Length = 14.7 to upper deck  
11.5 to raised quarter deck.

Owners : Hook S.S. Co. Ltd.  
(Goole & Hull Steam Towing Co. Ltd., Mgrs.)

The steamer is of the raised quarter deck type with machinery amidships, forecastle and short bridge, *and*

~~This steamer~~ was built by Messrs. J. Crown & Sons in 1908, and is classed with the Norske Veritas.

A letter has been received from the Grimsby Surveyors enclosing plans of midship section, profile and deck (in duplicate), and stating that the Owners propose to class the steamer with this Society.

As the steamer is on Messrs. Charlton & Co's. slipway, and is intended to be removed therefrom early next week it is desired that the case should be dealt with as quickly as possible.

The scantlings and arrangements as indicated on the plans have been examined, and are found to be in accordance with the requirements of the Rules.

It is submitted the Surveyors be informed that provided they satisfy themselves with regard to the efficiency of the *painting* 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, <sup>and</sup> on the completion of the survey a favourable report be received from the Surveyors the steamer will be worthy to be favourably recommended to the Committee

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for the class 100A-.

The pillar<sup>abstract</sup>ing arrangements ~~stoward~~ of the hatchways are not definite. It is indicated on the profile plan ~~that~~ brackets ~~are to be~~ fitted at ~~the~~ hatch sides in lieu of pillars (see section), ~~When brackets to sections~~, but on the midship section it would appear that the deep brackets which are usually fitted at the hatch sides when pillars are dispensed with have been indicated originally on the tracing (from which the blue prints submitted were taken) but afterwards delated.

The Surveyors must understand that it will be necessary to see that the decks are adequately supported in way of the hatches, <sup>ways</sup> either by means of pillars or brackets, which <sup>latter</sup> are usually found in this type of ship, and they should report the existing arrangement to the Office as quickly as possible in order that this matter may be dealt with.

The particulars of the equipment indicated on the midship section are suitable for the figure "1", provided 60 fathoms of 3 1/4" steel stream wire be supplied in addition to the equipment mentioned.

With regard to the steel of which the steamer is constructed it will be observed that she was built to the Norske Veritas class in 1908, and has consequently been in service 16 years. The Surveyors will have an adequate opportunity of examining the steel during the course of the survey, and if they find the material to be in a satisfactory condition it is submitted it might be approved.

The Machinery plans are to be Submitted later

*BBG*  
28.11.24

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*Ans*

Mr 26/11/24  
and 1/12/24  
4 plans  
4 retained

*[Signature]*



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