

C 3090

NEWCASTLE-on-TYNE,

15th April, 1920.

G. L. BROWN

the Ministry of Shipping survey the Steel Screw Steamer "OTTO KALTHOFF", No. 22699 in the Register Book, 2514 tons gross on the 7th April, 1920 and subsequent dates for the purpose of ascertaining the general condition of the vessel.

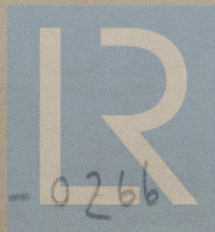
The survey now held is supplementary to the survey held by the Hull Surveyors - See their report dated 8th April, 1920.

The vessel was placed in dry dock at the works of Messrs. Palmers Shipbuilding & Iron Co. Ltd. Jarrow-on-Tyne.

The bottom of the vessel was cleaned, examined and recoated. The rudder lifted, pintles examined and adjusted. The chain cables were ranged and examined, also Nos. 3 & 4 ballast tanks (under engines and boilers) were drained out and examined.

It was observed that the starboard bilge keel bulb bar was buckled, the foremost length, the second and aftermost lengths being affected; on port bilge keel the second length from aft is also buckled. Some bilge keel rivets were loose, several bottom rivets leaking and seams and butts leaking in places.

The forged iron hook on back of rudder plate has part



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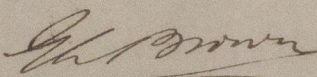
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off. A number of studs in chain cables loose or missing.
The following repairs were recommended and have been
done out.

Loose and started rivets in bottom and bilge keel
done, started caulking made good, and missing studs in
cable renewed.

No. 3 & 4 tanks were found to require scaling and coating,
the bottom cement in these tanks thin and in poor condition.
Structure is in fair condition and efficient, and the
intendent for the Managers proposes to have the tanks scaled
coated, and the cement attended to at the next docking.
proposal is in my opinion satisfactory. The chain cables
240 fathoms $1\frac{3}{4}$ " diameter and are now in good condition. On
filling the fore peak tank with fresh water the tank was
found to be leaking and two small bolted doubling plates have
been fitted to the bulkhead plating on each side near the
top over two locally wasted places.

The undersigned having read the report of survey held
at Leith in March, 1920 and the report of first condition survey
at Leith (report dated 3rd November, 1919) is of opinion that,
as far as can be judged from the condition of parts of the vessel
examined, the vessel is in a fit condition to run for a
period of six months.



Surveyor to Lloyd's Register.



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