

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 19... Port of Seattle, Washington.

No. in Survey held at Everett, Washington. Date, First Survey Feb. 15th Last Survey Feb. 16th 1934
Reg. Book. on the Wood, Iron or Steel S.S. "CACIQUE" (No. of Visits 2)

22791

TONNAGE Built at Sunderland By whom Short Bros, Ltd. When 1910 - 2

GROSS 6245 Owners Grace S. S. Co. Inc. Owners' Address
UNDER DK 4505 Managers - Port belonging to New York

NET 3888

Surveyed Afloat or in Dry Dock? Afloat Name of Dock - Destined Voyage Japan

WB Cell DBor DBa 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. 2436 Port Sea

(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 Grounding at Double Bluff Beach on Feb. 14th, 1934 on a passage from Anacortes to Everett, Wash.,

Now Done: Vessel examined as far as practicable owing to being half loaded and no signs of any damage seen. The soundings from all bilges and tanks kept under observation for about two days from the time of grounding and no indications of leaking at any part. In the opinion of the undersigned vessel is in efficient condition to proceed on the contemplated voyage to Japan.

SUMMARY OF DAMAGE REPAIRS:—	Shell 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								

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks	State if Tanks now tested	Engins Room Skylights	(State if on Feet).
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Beams & Fastenings	Ceiling	Scuppers	Boats
Outside Plating	Cement or Asphalt	Cargo Hatchways	Masts, Yards, &c.
Breasthooks	(State which.)	Hatches	Condition, how ascertained
Transoms	Rudder	Planking of Wood Vessels	(State if wedges removed)
Frames	Steering gear and its connections	Caulking	Sails
Reverse Frames	Windlass	Treenails	Equipment letter
Longitudinals	Have Pumps now been examined and found efficient?	Breasthooks & Stemson	Anchors, No. of
Transverses	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches	Cables (State if now ranged)
Floors	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings	" length size
Keelsons	Have Ventilators and their Coamings been examined	Ditto Ditto at other places	" Rule length size
Stringers	and found efficient?	Stringers, Clamps & Shells	Hawser & Warps
Inner Bottom Plating		Salting	Standing and Running Rigging
		(State if examined.)	

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pnd24, &c."

This vessel so far as seen is in efficient condition and eligible in my opinion to remain as classed in the Register Book for the contemplated voyage to Japan. NOTE:- vessel is proceeding to Japan to be broken up.

Survey Fee (per Section 20)	\$25.00:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 20)	£ :	Feb. 16, 1934.
Travelling Expenses (if chargeable)	\$10.00:	Received by me.
Second Surveyor's Fee (if any)	£ :	19

Committee's Minute

Character Assigned

NEW YORK MAR 14 1934

Deferred

Surveyor to Lloyd's Register of Shipping.

FRI. 25 MAY 1934

Lloyd's Register Foundation