

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8th. March 1918 When handed in at Local Office 191 Port of Manila
No. in Reg. Book 61 Survey held at Manila Date, First Survey 16th. Feb. Last Survey 28th. Feb. 1918
on the Wood, Iron or Steel Se. Sr. "Cacique" (No. of Visits five) Master Short Bros. & Co.
Built at Sunderland By whom Short Bros. & Co. When 1910 YEAR. MONTH. 2
Owners W. R. Grace & Co. Port belonging to New York
Owners' Address (if not already recorded in Appendix to Register Book).

TONNAGE:—

ROSS 6202DER DK. 45444543veyed Afloat or in Dry Dock? Afloat Name of Dock Destined Voyage ForeignCapacity tons. FPT tons; APT tons; MT feet feet feet

Particulars of Classification (which must be inserted 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 tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

st Report, No. 14477 Port N.Y.K.

CHARACTER
For Special Survey,
Date of last Survey and of
Periodical Surveys
+100 A. 1/1/17
S.S. N.Y.K. 26/1-14
+L.M.C.
8.14.

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs being detailed in the body of the report, should be summarised in the form shown below. Whenever the condition of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

Sheltered with fbd 7.5.11.17 NDB-11
Fitted for oil fuel, 10, 15, 150°F
Society's Freeboard (if assigned) as
painted on Ship and now verified

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?

PAIRS OR EXAMINATION AS PER RULE, FOR Damage to Hull said to have occurred through
bad weather on voyage to Manila. Also condition of Deep tank
with a view to loading Cocoa nut oil in bulk therein.
I found that vessel had suffered the following damage:— The upper
No. 1. Hold. The upper tween deck and lower tween deck (not orlop deck)
each sagged down about 3½ inches at the fore hatch coaming of No. 1 hatch
damage extended approximately longitudinally from the fore hatch coaming for
the beam spaces fore, and the stowships as far as the deck girders nearest each
side of hatchway. In addition the fore raft coamings of these hatchways
were considerably sagged down in the centre but this damage is said to have
occurred on a previous occasion. The hold pillars between these decks
P.T.O.

ARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

ENT CONDITION OF THE	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels.
ing of Decks	Inner Bottom Plating	Engine Room Skylights	(State if on Felt.)
ways	State if Tanks have been examined inside	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
ngs	State if Tanks now tested	Scuppers	Boats
& Fastenings	Bulkheads	Cargo Hatchways	Masts, Yards, &c.
le Plating	Ceiling	Hatches	Condition, how ascertained
ing of ditto	Cement or Asphalt (state which.)	Planking of Wood Vessels	(State if edges removed)
thods & Crutches	Rudder	Caulking ditto	Sails
oms	Steering gear and its connections	Treenails ditto	Equipment letter
as	Windlass	Breasthooks & Stemson ditto	Anchors, No. of
se Frames	Have Pumps now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
s	Have Sluice Valves now been examined and found efficient?	Timbers of Frame at openings ditto	„ length size
ons	Have Watertight Doors now been examined and found efficient?	Ditto ditto at other places ditto	„ Rule length size
		Stringers, Clamps & Shells ditto	Hawser & Warps
		Salting (State if examined.) ditto	Standing & Running Rigging

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."

In the opinion of undersigned the vessel is fit to be continued as at present classed, without fresh record of survey, conditional on permanent repairs being carried out as necessary at first suitable opportunity.

ay Fee (per Section 32) £cial Damage or Repair Fee (if any) £rolling Expenses (if chargeable) £ond Surveyor's Fee (if any) £

Fees applied for,

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE. 11 JUN. 1918

Deferred for No 2

Write N.Y.K. & Permit. 4/18

FRI. 21 FEB. 1919

TUE. 27 JAN. 1920

Lloyd's Register Foundation

W 598-0/34

and between the shelter and upper tween deck and between the lower tween deck and orlop deck - nearest the forward hatch coamings - were torn from their fastenings and bent, as also were the hatch ladders.

In No. 4 Hold. The upper & lower 'tween decks were each sagged down similarly, to about the same extent as described above, at the fore hatch coaming of No. 4 Hatch and the adjacent hold pillars similarly torn from their fastenings. Also the fore and aft coamings had similar old damage as above mentioned.

Temporary repairs were carried out by fitting:- In No. 1 Hold. Two angle iron stanchions between the shelter and upper tween decks, Two ditto between the upper and lower tween decks, Two ditto between the lower tween deck and orlop deck and Two ditto between the orlop deck and floor plates at sides of ballast tank, all being at the fore. coamings of hatches. The defective hold stanchions and hold ladders were straightened and refastened. In No. 2 Hold

Two angle iron stanchions were fitted between upper and lower tween decks and two ditto between lower tween deck and tunnel top, all being at fwd. coamings of hatches. The defective hold stanchions and hold ladders were straightened and refastened.

In addition to the above ten rivets in various parts of hull were permanently repaired by replacing, as they were "slack."

The Deep tank was surveyed with a view to loading a cargo of cocoa-nut oil in bulk therein. After being thoroughly cleaned, the ballast tank top, forming

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

the floor of deep tank was tested by filling the ballast tank below, with fuel oil under a head of about twelve feet.

Slight leaks were found which were caulked tight.

all pipes opening into deep tank were blanked off.

Deep tank was not tested by water

I also made an estimate of the quantity of Oil cargo loaded into the Deep Tank and found it to be 20

323, 205 U.S. Gallons. equalling 2, 480, 344 lbs.