

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report May 29, 1918 When handed in at Local Office 1918 Port of SAN FRANCISCO,

No. in Reg. Book. Survey held at San Francisco, Cal. Date, First Survey Apr. 13th, Last Survey May 11th, 1918
(No. of Visits Nine.)

61 on the ~~WOODHOLM~~ Steel S.S. "CACIQUE" Master Capt. Miller.

TONNAGE:— Built at Sunderland By whom Short Bros. Ltd. When 1910 MONTH 2

GROSS 6202 Owners W. R. Grace & Co. Port belonging to NEW YORK,

UNDER DK. 4544 Owners' Address
NET 4543 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both Name of Dock Hunter's Point. Destined Voyage Atlantic Ports.

WB=CellDBorDBa feet; uE&B feet; f feet; }
total capacity tons. FPT tons; APT tons; MT feet tons. }

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. 625 Port MAN

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER	Years Assigned	Machinery and Boiler Surveys
*100 A 1		*LMC 8,14
Shelter dk with freeboard 11,17		Fitted for oil fuel 9,11
SSNYk.1-14. F.P. above 150° F.		TS, seen 11,17.
Society's Freeboard (if a signed) as <u>NOB 11</u> painted on Ship and now verified ()		

Periodical Surveys, when held, must be reported in detail and seriatim 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.

Was a damage report made by anyone else? If so, by whom? Equipt

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been sustained through encountering heavy weather during December, 1917, and January 1918, while on voyage from San Francisco to Kobe.

Examined Vessel in dry dock and found the main, tween and orlop decks in No. 1 hold set down at centre line of hatchways about 3½" and the main and tween decks in No. 4 hold set down in a similar way about 4½".

The following repairs have now been effected:

NO. 1 HOLD. Main deck. Two full deck beams at forward end of hatch coaming removed, recambered and refitted. Ten half deck beams on each side of hatch coaming removed, faired, and refitted. Two full beams at the after end of hatch coaming cut out, recambered, and refitted. The deck girders on each side of hatch coaming removed, faired, and refitted. The hatch coamings on each side removed, faired, and refitted and a new butt strap at joints of these coamings, at

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed					91			as above detailed
Removed and Faired or Repaired					20			
Faired or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good.</u>	<u>Good.</u>	Engin Room Skylights <u>Good.</u>	(State if on Felt.)
Gulking of Decks	Inner Bottom Plating <u>"</u>	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month <u>Good.</u> Year <u>"</u>
Hatchways	State if Tanks have been examined inside <u>No.</u>	Scuppers <u>Good.</u>	Boats <u>Good.</u>
Stairways	State if Tanks now tested <u>As above.</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>
Stairways	Bulkheads <u>Good.</u>	Hatches <u>"</u>	Condition, how ascertained <u>From deck.</u>
Ramings	Ceiling <u>"</u>	Planking of Wood Vessels <u>"</u>	(State if wedges removed) <u>"</u>
Rams & Fastenings	Cement or Asphalt (state which.) <u>"</u>	Caulking ditto <u>"</u>	Sails <u>"</u>
Outside Plating	Rudder <u>Good.</u>	Treenails ditto <u>"</u>	Equipment letter <u>Y</u>
Gulking of ditto	Steering gear and its connections <u>"</u>	Breasthooks & Stemson ditto <u>"</u>	Anchors, No. of <u>"</u>
Wreths	Windlass <u>"</u>	Transoms, Pointers, & Crutches ditto <u>"</u>	Cables (State if now ranged) <u>"</u>
Breasthooks & Crutches	Have Pumps now been examined and found efficient? <u>"</u>	Timbers of Frame at openings ditto <u>"</u>	" length <u>"</u> size <u>"</u>
Transoms	Have Sluice Valves now been examined and found efficient? <u>"</u>	Ditto ditto at other places ditto <u>"</u>	" Rule length <u>"</u> size <u>"</u>
Rams	Have Watertight Doors now been examined and found efficient? <u>"</u>	Stringers, Clamps & Shelves ditto <u>"</u>	Hawser & Warps <u>Good.</u>
Reverse Frames		Salting ditto <u>"</u>	Standing & Running Rigging <u>"</u>
Booms			
Decks			

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 pnd15, &c."

This Vessel is now in good condition and eligible in my opinion to remain as classed with fresh record of survey 5-18, subject to markings on recovered bower anchor and chain cable being verified with certificates.

Survey Fee (per Section 38)	\$35.00	Fees applied for,	June 1 1918.
Special Damage or Repair Fee (if any) (per Sec. 39)	\$250.00	Received by me,	19
Travelling Expenses (if chargeable)	£		
Bond Surveyor's Fee (if any)	£		

Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York JUN 18 1918

Character Assigned 100A1 Shelter dk with as now fitted for oil fuel 9.11 F.P. above 150° F. subject to TS. 5.18 11.17.

FRI. 21 FEB. 1919 © 2020



Lloyd's Register Foundation

TUE. 27 JAN. 1920

S.S. "CACIQUE".

centre about 18" long and treble rivetted, fitted. Pillar stanchions at the forward and after ends of hatch coamings at centre line of vessel removed, straightened and replaced. The light iron hold ladders for full depth of this hold removed and two 4" round stanchions fitted, together with rungs to form the hold ladder. These stanchions run from tank top to main deck and where connection is made to tank top are fitted with T bar clips properly rivetted and caulked. The double angle girders under deck beams at the forward and after ends of hatch at centre line of Vessel removed and a 1/2" intercostal plate installed, fitted with double 3 1/2"x3 1/2" angles at bottom and efficiently clipped to deck between beams. Tween Decks. Two full beams at the forward end of hatchway removed, recambered, and refitted. One full beam at after end of hatchway removed, recambered, and refitted. Two full deck beams aft of above faired in place. Ten half deck beams on each side of hatchway removed, faired, and refitted. Hatch coamings on each side removed, straightened, and replaced and fitted with a butt strap 18" long at the centre of coaming and same treble rivetted. Deck girders on each side of coamings removed, faired, and refitted. Orlop deck. Deck girders on each side of hatch coamings removed, faired, and refitted. The deck and half deck beams on each side of hatch coaming set fair in place. Hatch coamings on each side removed, faired, and refitted. At the centre line of these hatchways on each side a 6" round stanchion fitted from the main deck to tank top and efficiently secured to tank top and beams as directed.

NO. 2 HOLD. The lower hold stanchions on each side removed, faired, and refitted.

NO. 4 HOLD. Main Deck. Two full deck beams at the forward end of hatchway removed, recambered, and refitted. Ten half deck beams on each side of hatchway removed, faired, and refitted. Fore and aft deck girders on each side of hatchway removed, faired, and refitted. Hatch coamings on each side removed, faired, and refitted and fitted with a new butt strap at centre, 18" long and treble rivetted. The double angle deck beam girders at the forward and after ends of hatchway at centre line of Vessel removed, 1/2" intercostal plate installed, fitted with double 3 1/2"x3 1/2" angles at bottom, and efficiently clipped to deck between beams. Tween Deck. The hatch coamings on each side removed, faired, and replaced, and fitted with a new butt strap 18" long and treble rivetted at centre of coamings. Deck girders on each side removed, faired, and replaced. Ten half deck beams on each side removed, faired, and replaced. The light iron hold ladders at the forward end of this hold removed and two 4" stanchions installed there extending from main deck to tank top, fitted with rungs, and efficiently clipped to tank top and hatch coamings as directed. 6" solid pillars fitted at centre line of hatch coaming from the tank top to main deck and efficiently clipped to deck beams and tank top as directed.

LOWER HOLD. The tube pillars at forward corners of hatchway on port and starboard sides removed. The plating of built up stools for carrying the lower ends of these tube pillars removed, faired, and refitted and the tube pillars afterwards refitted. The tank margin plate on the starboard side in way of above mentioned stool fitted with an efficient rivetted doubling plate. No. 6 tank steamed and cleaned out to permit of this repair and on completion the tank was tested and proven tight. The anchor windlass raised up clear of deck. The wood deck under same thoroughly caulked and payed with marine glue and the windlass afterwards replaced on tar felt and all holding down bolts in bed plate properly set up and fitted with

(Continued.)

S. S. "CACIQUE"

grommets and washers top and bottom. The rivetting and caulking of the fore peak bulkhead overhauled and made good. The loose and started shell and frame rivets in way of fore peak on each side cut out and renewed. Fore peak tank tested and proven tight.

Bottom and rudder cleaned, examined, and painted. Rudder lifted and removed from vessel, new pintles fitted, gudgeons bored out and new bushings fitted, rudder afterwards replaced and adjusted.

(SEE SPECIAL REASONS LIST.) The missing bower anchor and thirty (30) fathoms of chain cable are reported by the Superintendent to have been recovered and placed on board but no opportunity was afforded to verify markings with certificates.

JRB