

LONDON

SF Rpt. No. 2732

SAN FRANCISCO,

THU. 23rd 1918

May 23rd, 1918.

J. S. BLACKWITT,

Messrs. W. R. Grace & Company, Owners of the Steel Screw Steamer "CACIQUE", of New York, 6202 tons gross register, also of P. A. Becker, Esqr., Lloyd's Agent, San Francisco, survey the said Vessel in order to ascertain the nature and extent of damage stated to have been sustained through encountering heavy weather during December and January, 1917 and 1918, while on a voyage from San Francisco to Kobe.

For particulars see log books, extracts from which are hereto attached.

On April 13th, 1918, and subsequent dates, while the Vessel was lying on dry dock and afloat at this Port, the undersigned upon examination found.

NO. 1 HOLD.

Main Deck.

Deck beam at forward end of hatch coaming set down.

One full beam forward of above set down.

Ten half beams on each side of hatch coaming bent and



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Lloyd's Register  
Foundation

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set down.

Beam at after end of hatch coaming set down.

One full beam aft of above set down.

Deck girders on each side of hatch coamings bent and set down.

Hatch coamings on each side bent and set down.

Pillar stanchions at forward and after ends of hatch coamings at centre line of Vessel bent.

Light iron ladders for full depth of this hold bent and broken.

Double angle girders under deck beams at forward and after ends of hatch at centre line of Vessel bent and rivetting adrift.

Tween Decks.

Two full beams at forward end of hatchway bent and set down.

One full beam at after end of hatchway bent and set down.

Two full deck beams aft of above slightly bent.

Ten half deck beams on each side slightly set down.

Hatch coamings on each side bent and set down.

Deck girders on each side set down.

Orlop Deck.

Deck girders on each side of hatch coamings bent and set down.

Hatch coamings on each side set down.

Deck beams slightly set down.

NO. 2 HOLD.

Two lower hold stanchions bent.

NO. 4 HOLD.

Main Deck.

Two full deck beams at forward end of hatchway bent and set down.

Ten half deck beams on each side set down.

Fore and aft deck girders on each side bent and set

down.

Hatch coamings on each side buckled and set down.

Double angle girders under deck beams at forward and after ends of hatch at centre line of Vessel bent and rivetting adrift.

Tween Deck.

Hatch coamings on each side buckled and set down.

Deck girders on each side bent and set down.

Ten half deck beams on each side bent and set down.

Light hold ladders at forward end of hatch bent and broken.

LOWER HOLD.

The plating of built up steels for carrying lower end of tube pillars at forward corners of hatchway on port and starboard side bent down and rivetting sheared.

Starboard side double bottom tank margin plate in way of above steel cracked and leaking.

Foundation of windlass started and wood deck under same leaking.

Rivetting and caulking of forepeak bulkhead slightly started - several shell and frame rivets on port and starboard bows in way of forepeak tank started and loose.

RECOMMENDED:

NO. 1 HOLD.

Main Deck.

Two full deck beams at forward end of hatch coaming to be removed, recambered and refitted.

Ten half deck beams on each side of hatch coaming to be removed, and faired, and refitted.

Two full beams at the after end of hatch coaming to be cut out, recambered, and refitted.

The deck girders on each side of hatch coaming to be removed, faired, and refitted.

The hatch coamings on each side to be removed, faired,

and refitted and a new butt strap at joints of these coamings, at centre about 18" long and treble rivetted, to be fitted.

Pillar stanchions at the forward and after ends of hatch coamings at centre line of vessel to be removed, straightened and replaced.

The light iron hold ladders for full depth of this hold to be removed and two 4" round stanchions to be fitted, together with rungs to form the hold ladder.

These stanchions to run from tank top to main deck and where connection is made to tank top to be fitted with T bar clips properly fitted and caulked.

The double angle girders under deck beams at the forward and after ends of hatch at centre line of Vessel to be 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 to be removed, recambered, and refitted.

One full beam at after end of hatchway to be removed, recambered, and refitted.

Two full deck beams aft of above to be faired in place.

Ten half deck beams on each side of hatchway to be removed, faired, and refitted.

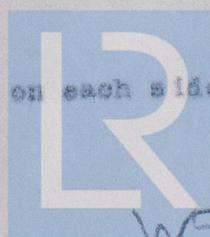
Hatch coamings on each side to be removed, straightened, and replaced and fitted with a butt strap 18" long at the centre of coaming and same to be treble rivetted.

Deck girders on each side of coamings to be removed, faired, and refitted.

#### Orlop Deck.

Deck girders on each side of hatch coamings to be removed, faired, and refitted.

The deck and half deck beams on each side of hatch



coaming to be set fair in place.

Hatch coamings on each side to be removed, faired, and refitted.

At the centre line of these hatchways on each side a 6" round stanchion to be 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 to be removed, faired, and refitted.

No. 4 Hold.

Main Deck.

Two full deck beams at the forward end of hatchway to be removed, recambered, and refitted.

Ten half deck beams on each side of hatchway to be removed, faired, and refitted.

Fore and aft deck girders on each side of hatchway to be removed, faired, and refitted.

Hatch coamings on each side to be 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 to be removed, ½" intercostal plate installed, fitted with double 3½"x3½" angles at bottom, and efficiently clipped to deck between beams.

Tween Deck.

The hatch coamings on each side to be removed, faired, and replaced, and fitted with a new butt strap 18" long and treble rivetted at center of coamings.

Deck girders on each side to be removed, faired, and replaced.

Ten half deck beams on each side to be removed, faired, and replaced.

The light iron hold ladders at the forward end of this hold to be removed and two 4" stanchions to be 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 to be 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 to be removed.

The plating of built up stools for carrying the lower ends of these tube pillars to be removed, faired, and refitted and the tube pillars afterwards refitted.

The tank margin plate on the starboard side in way of above mentioned stool to be fitted with an efficient rivetted doubling plate.

No. 6 tank to be steamed and cleaned out to permit of this repair and on completion the tank to be afterwards tested and proven tight.

The anchor windlass to be raised up clear of deck.

The wood deck under same to be thoroughly caulked and payed with marine glue and the windlass afterwards replaced on tar felt and all holding down bolts in bed plate to be properly set up and fitted with grommets and washers top and bottom.

The rivetting and caulking of the fore peak bulkhead to be overhauled and made good.

The loose and started shell and frame rivets in way of fore peak on each side to be cut out and renewed.

Fore peak tank to be tested and proven tight.

These repairs have now been completed to my satisfaction.

(Signed) J. S. BLACKETT.

Surveyor to Lloyd's Register.

