

Glasgow Lht. No. 67699

1 - NOV 1943

Rpt. C. 11 (Contd.)

Index No.

Lloyd's Register of Shipping.

Ship's Name "KYLE BUTE"

Official No. 113369

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines in

Accommodation removed from fore peak tween decks and new accommodation fitted in forecastle.

Steel bulkhead fitted in line with existing forecastle end with alleyway in centre plating .25 stiffeners $2\frac{1}{2} \times 2\frac{1}{2} \times .25$ and $2\frac{1}{2} \times 2\frac{1}{2} \times .25$ with $2\frac{1}{2} \times 2\frac{1}{2} \times .25$ reversed angle space 24" to 36" apart.

Three solid wood doors in alleyway 4-5 x 1-11 with coamings 18" high and 2 steel doors in forecastle end 4'-5" x 2'-0" with coamings 20" high. All doors manipulated from both sides.

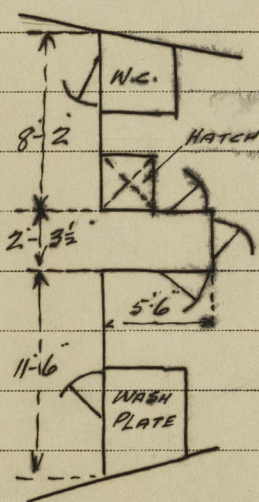
Existing companion in forecastle replaced by hatchway in upper deck 2-8 x 2-3. Coaming 30" x .44. Cleats spaced 22. Wood plug cover 3" thick, 3" rest bars, battens and 2 tarpaulins supplied.

Existing W.C. in forecastle replaced by new W.C. discharging below upper with storm valve at Ship's side.

Discharge from new washplace in forecastle, below upper deck with storm valve at ship's side.

Existing air pipe in forecastle from fore peak tank replaced by Air Pipe led on to upper deck, port side, 36" high.

Sidelights of substantial construction and with deadlights fitted in forecastle.



Fdc. 23.50

Reun

$$\frac{5.5 \times 2.29}{21.96} = .57$$

$$\frac{2.67 \times 2.25}{21.96} = .27$$

$$\frac{22.66}{.84} = 27.1$$

52.8
9.11.43

H. Dickerson

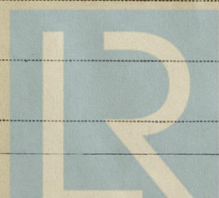
C. W. W. W.

25th October 1943

A copy of the above report has been placed on board and the Freeboard

Certificates have been amended regarding closing appliances of the forecastle bulkhead.

(Wokingham)



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Foundation

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