

Se. Str. "KYLEQUEEN"

/ on Rpt. C. 11 (Cont.)

Aft end of No. 2. hatchway, altered in 1943 for coal bunker extension, now rebuilt as original, as part of new settling tank construction. The two bulkheads forming ends of deep tanks wholly E.W. construction. Gutterway draining to separate oily bilges, p. b.s., fitted at foot of aft bulkhead in boiler room. Forward bulkhead adjacent to hold spaces fitted with wood lining to full height. Single riveted seams of tank top plating in way of deep tanks seal welded.

Heel of tank top reverse bars sealed & reinforced by E.W. in way of bulkheads at ffs. 75 & 83, and also at ffs. 76 & 82 in way of lines of brackets.

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N.B. Alteration to App'd Plan No. 5200. - A.

In view of the all welded construction of the forward bulkhead at frame 83 the "saveall" gutterway shown on the approved plan has been dispensed with, although the wood sheathing has been fitted, as abovementioned.

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D 2025 of Rules.

appliances, steering gear, winchlass, and general equipment. TESTED: The 4 new oil fuel tanks - 3 storage and 1 settling - constructed at this time. No. 2. O.B. ballast tank underneath O.F. hulkers, and the p.s. of the No. 4 engine room F.W. tank, adjacent to dry tank under boilers.

Tank repairs w. & t.: leakage through bottom angle of p.s. eng. room F.W. tank end made good by E.W. sealing along full length, from centre keelson to bilge margin.

CONVERSION FROM COAL TO OIL FUEL BURNING.

The existing cross-hunker spaces, extending from ffs. 75-83, and the tween deck hunker spaces, have now been converted into 3 oil fuel deep bunker tanks and 1 settling tank, the bulkheads at frames 75 and 83 being completely renewed, and the construction and arrangements made in accordance with approved plans (Nos 5199 & 5200), Secretary's letters, and to Rule requirements.

In addition to the new bulkheads abovementioned, and oil tank internal structure as shown on the approved plans, generally wasted side shell plating and frames in way of the p. b.s. wing hulkers also renewed, as follows:-

STARBOARD SIDE: Shell plates: H. 7-8, G. 7-8.

Frames: cropped at lower ends and part renewed - Nos. 56 (in way of engine room store), 76, 77, 78, 81. Butts E.W.

PORT SIDE: Shell plates: E. 7, E. 6 (cropped along full length of beam)

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, Where and when tested and Superintendent.

landing (part renewed), F. 6, F. 7, F. 8, (cropped at forward end in way of lap and part renewed), G. 7, H. 8. Butts of cropped plates E.W.

Frames: Cropped at lower ends and part renewed - 77, 78, 81. Butts E.W.

Existing trunkway from casing top to original hunker spaces dispensed with and casing and deck openings plated over, together with the p. b.s. trimming hatches on main deck and the ash chute openings on bridge deck and side shell plating, p.s. Ash chute removed.

Air and sounding pipes for new tanks and oily bilges all fitted as per rule. Details of all alterations affecting freeboard reported separately.

Please see Followor Sheet.

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