

11.6 JUL 1956

Rpt. 8.

/MC

(Received at London Office)

2-JUL-1956

No. 113523

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28th June 1956 When handed in at Local Office 28th June 1956 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 16831 Survey held at SOUTH SHIELDS Date, First Survey 22nd MAR. 56 Last Survey 15th JUNE 1956

Built at SOUTH BANK, MIDDLESBROUGH By whom Smiths Dock & Co. Ltd. When 1930

Owners Sharp S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book) Owners' Address NEWCASTLE

Managers Sharp & Co. Readheads Dry Dock and Afloat At Tyne Dock Eng. Co. Destined Voyage

Surveyed Afloat or in Dry Dock? Both Name of Dock Tyne Dock Eng. Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Cell D Bor D Ba total capacity tons. FPT tons; APT tons; MT tons. Particulars of Classification: CHARACTER: + 100 A.1 SS SLD 3/52 6/55 Machinery and Boiler Surveys (Including date of N.B., if any): + L.M.C. 3/52 B.S. 3/55 T.S.C.L. 3/54

Damage cases 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. YES Society's Freeboard (if assigned) as 3 ft. 1 3/4 ins. painted on Ship and now verified

OWNERS SUPERINTENDENT NOT REQUIRED Was a damage report made by anyone else? if so, by whom? UNDERWRITERS

REPAIRS, OR EXAMINATION AS PER RULE FOR SPECIAL SURVEY "D" DAMAGE & OIL FUEL CONVERSION SPECIAL SURVEY DUE 3/56 VESSEL 26 YEARS AND 3 MONTHS OLD

NOW DONE:- Vessel placed in Dry Dock. Shell plating, sternframe and rudder (lifted) cleaned, examined and recoated.

(Vessel undocked on the 3rd June 1956.)

EXAMINED:- All holds, erection spaces, fore and after peak spaces, (Coal Bunkers now converted to oil fuel bunkers), Engine and boiler spaces, under engines and boilers, plating in way of sidelights, Cont. on Page 2....

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	1	4						FOR OTHER ITEMS PLEASE SEE REPORT
Removed and Fair'd or Repaired	1	4						
Fair'd or Repaired in place	10	4						

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good	Engine Room Skylights	Good		(State if on Felt)
Canaling of Decks	Good		None	Coal Bunkers, Openings, Covers, &c	Good		When fitted, Month Year
Coamings	Good		Good	Oil Bunkers	Good		Boats
Beams & Fastenings	Good		Good	Scuppers	Good		Masts, Yards, &c.
Outside Plating	Good		Good	Cargo Hatchways	Good		Condition, how ascertained
" " in way of sidelights	Good		Good	Hatches	Good		(State if wedges removed)
Frames	Good		Good	Planking	Good		Equipment letter
Reverse Frames	Good		Yes	Caulking	Good		Anchors, No. of
Longitudinals	None		None	Treenails	Good		Cables (State if now ranged)
Transverses	None		None	Breasthooks & Stems	Good		" length 240fms mean diam.
Floors	Good		None	Transoms, Pointers & Crutches	Good		" (on board.)
Keelsons	Good		Yes	Timbers of Frame at openings	Good		" Rule length 240fms size
Stringers	Good		Yes	" " at other places	Good		Chain Locker
Inner Bottom Plating	Good		Yes	Stringers, Clamps & Shelves	Good		Hawsers & Warps
Have the Tanks been examined internally?	Yes		Good	Salting	Good		Standing Rigging
Have the Tanks been tested?	Yes		Good	State if examined	None		Sails

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

IT IS SUBMITTED THAT THIS VESSEL IS ELIGIBLE, IN OUR OPINION, TO REMAIN AS CLASSED WITH FRESH RECORD OF DRY DOCKING 6/56 AND NOTATION S.S. SHL. 6/56 (DR).

Survey Fee (per Section 23)	£ 72.00.00	Fees applied for
Special Damage or Repair Fee (if any)	£ 8-8-0	19
OIL FUEL CONVERSION (per Section 23)	£ 35.0.0	19
Travelling Expenses (if chargeable)	£ 5.5.0	0
SUNDAY ATTENDANCE	£ 20-0-0	0
REPAIRS WEAR & TEAR	£ 20-0-0	0
Committee's Minute		
Character Assigned		

M. DONALDSON, D. SULLIVAN, & J. BALLANTINE. Surveyor to Lloyd's Register of Shipping. TUESDAY 14 AUG 1956. 6.50 Shl without spe edm. S.S. Shl. 6.56 (Dr) + mc 6.56. S.S. 56. 5PS6.56. Fitted for oil fuel 6.56 F above +50°F. 003434-003443-0354

30m, 7.54 Transfer Ink. (The Surveyors are requested not to write on or behind the ...)

Wub Certificate required? if so, to be sent to

5 JUL 1956

" K Y L O E "

Page 2 Cont...

EXAMINED CONT:-

(Ash shoot dispensed with), overboard scuppers and discharge pipes, decks with machinery and other casings, superstructures, skylights and companionways, hatchways covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain locker, masts and rigging (report attached), steering gear and auxiliary steering gear, windlass, general equipment, pumps, watertight door, ventilator coamings and covers, air and sounding pipes and striking plates.

Renewal Load Line Survey now carried out and Freeboard verified.

Shell plating and deck plating drilled and gauged in accordance with Rule Requirements (see Report) also shell plating and deck plating elsewhere and internal structure, drilled and gauged as considered necessary.

EXAMINED INTERNALLY AND TESTED:-

The fore and after peak tanks, all double bottom tanks, new oil Fuel bunkers and settling tanks, tunnel side tanks and built in Fresh Water Tank aft.

All spaces previously cleared, lining, cement and rust removed as considered necessary and spaces cleaned as required.

Steelwork afterwards coated as necessary and lining and cement replaced.

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 Ex. Stock, 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.

REPAIRS "WEAR & TEAR" CONT:-

RIDDER:-

Nos. 1, 2, 3 & 4 Pintles built up by electric welding and machined to size.

Nos. 1, 2, 3, 4 & 5 gudgeon bushes renewed.

ANCHORS:-

Port side anchor crown pin bolts and anchor shackle pin renewed from tested material.

Cont. on Page 3.....

" K Y L O E "

Page 3 Cont.....

REPAIRS "WEAR & TEAR" CONT:-

CABLES:-

A small number of slack studs hardened up and some missing studs renewed.

SHELL:-

Port C1, D9, Starboard B2, C1,2,3, D1, (From forward) renewed.

Port D8, 10, Starboard D4,5,6. (From forward) Part renewed.

One doubling plate in way of Injection valve renewed.

1st Strake below Poop sheer No. 2 from aft, renewed.

A number of scrubbed rivets Starboard side in way of upper seam of "D" strake plating now renewed.

FORE PEAK TANK :-

A small number of started rivets in floor to frame connections renewed.

NO. 4 D.B. TANK:-

Two tank end stiffeners renewed.

NO. 5 D.B. TANK:-

Two tank end stiffeners renewed.

TUNNEL SIDE TANKS:-

Tunnel side stiffeners, 14 Port & 14 Starboard, together with top brackets renewed.

AFTER PEAK TANK:-

2 Deck beams fitted with plate straps.

Bulkhead stiffeners in way of Built in F.W. Tank, 4 in number renewed. 2 in number part renewed.

Centreline washplate stiffeners, 1 in number renewed.

1 in number re-riveted.

2 Top brackets renewed.

Frame bottom brackets, 6 in number renewed.

CHAIN LOCKER:-

Beams 2 in number faired in place.

Bulkhead stiffener brackets, 1 in number, faired in place.

NO. 1 HOLD:-

Port side lower panting stringer face angle renewed.

Frames : Port 1 in number, removed, faired & replaced.

Port 5 & Starboard 2 in number, faired in place.

Frame foot brackets, 2 in number Starboard side, renewed.

NO. 1 HATCH:-

After coaming plate renewed.

16 overhang brackets to Raised trunk renewed.

Two hatch beam web plates renewed.

One hatch beam top angle renewed.

NO. 2 HOLD:-

Forward bulkhead - 9 Plates renewed.

Frames, 8 Port & 3 Starboard, faired in place.

NO. 2 HATCH:-

4 Coaming plates renewed.

14 overhang brackets to Raised trunk renewed.

4 Hatch beam web plates renewed.

NEW OIL FUEL BUNKERS:-

Frames 2 Port & 4 Starboard, fitted with plate straps on vertical flange.

NO. 3 HOLD:-

Frames - 18 Port & 14 Starboard Part renewed.

2 Starboard faired in place.

Deep beam Knees - 1 in number Port renewed.

1 Port & 2 Starboard removed, faired & replaced.

Frame foot brackets - 1 in number renewed.

Deck Beams - 5 in number, Part renewed.

Forward bulkhead : 1 Coaming plate part doubled.

1 Stiffener bottom bracket renewed.

© 2020

Lloyd's Register

Cont. on Page 4...

SURVEYOR TO LLOYD'S REGISTER, NEWCASTLE-ON-TYNE.

5-JUL-1956

" K Y L O E "

REPAIRS "WEAR & TEAR" CONT:-

NO. 3 HOLD CONT:

After bulkhead : 2 plates renewed.

1 plate Part renewed.

Tunnel side plates : 3 in number renewed.

Forward Tunnel recess : 1 end plate renewed.

1 side plate renewed.

2 top plates renewed.

1 Radius plate renewed.

NO. 3 HATCH:-

4 Coaming plates renewed.

5 Overhang brackets to Raised trunk renewed.

NO. 4 HOLD:-

Forward Bulkhead : 7 stiffener bottom brackets renewed.

Mast seat on Forward bulkhead : 3 brackets renewed.

NO. 4 HATCH:-

3 Coaming plates renewed.

3 Overhang brackets to Raised trunk renewed.

3 Hatch beam top angles faired in place.

DECK:-

(IN BRIDGE SPACE) : Plates 5 Port & 5 Starboard renewed.

(IN BRIDGE SPACE) : Frame foot brackets, 9 Port & 6 Starboard, renewed.

FORWARD WINCH DECK: Part doubled in way of local wastage.

AFTER WINCH DECK:- Plating renewed complete, 6 plates.

RAISED TRUNK DECK: (FORWARD OF NO. 3 HATCH) : 3 Plates Part renewed.

POOP DECK:-

10 Plates renewed.

2 Plates Part doubled.

CASING TOP:-

4 Plates Part renewed.

5 Plates Part doubled in way of local wastage.

BRIDGE DECK:-

1 Stringer plate Starboard Part doubled.

RAISED TRUNK
SIDE PLATING:-

Part doubled, Port & Starboard in way of the after end of No. 2 Hatch and Bridge Tween deck casing.

Odd minor repairs effected.

FREEBOARD REPAIRS:

27 Wood hatch covers renewed.

4 Cargo hatch tarpaulins renewed.

8 Small hatch tarpaulins renewed.

MASTS & RIGGING:-

(REPORT ATTACHED)

Foretopmast Starboard backstay and Mainmast No. 3 shroud Starboard in poor condition and now renewed.

One rigging screw renewed, remainder of rigging screws overhauled and placed in good condition. Lower ends of rigging, cleaned, greased and reserved.

STEERING GEAR:-

Chains removed ashore, cleaned, examined and repaired as necessary from tested chain.

All rods, sheaves and pins etc., opened out, examined, overhauled and lubricated.

Spare gear and auxiliary gear examined. Steering gear tried on completion and considered satisfactory.

5-JUL-1956

" K Y L O E "

OUTSTANDING CONDITIONS OF CLASS:-

Raised trunk deck between Nos. 3 & 4 hatchways now renewed complete as stated in the foregoing Survey Repairs and it is submitted that this item may now be deleted.

Underwater shell plating specially examined for grounding and permanent repairs effected as stated in the following damage repairs. It is submitted that this item may now be deleted.

SHELL DRILLING ("H" STRAKE MAINSHEER)

STRAKE PIC.	FORWARD			AMIDSHIPS			AFT		
	PORT	STARB	ORIGL	PORT	STARB	ORIGL	PORT	STARB	ORIGL
A									
B									
C	•32"	•35"	•44"	BOTTOM PLATING IN D.B. TANKS COVERED WITH CEMENT			•39"	•40"	•42"
D (Belge)	•50"	•40"	•42"				•30"	•45"	•42"
E	•43"	•50"	•42"	•53"	•52"	•52"	•37"	•38"	•42"
F	•50"	•42"	•42"	•43"	•47"	•52"	•33"	•37"	•42"
G	•47"	•37"	•42"	•49"	•53"	•57"	•36"	•37"	•42"
H	•47"	•50"	•42"	•62"	•52"	•68"	•45"	•50"	•42"
FOCLE J SIDE	•40"	•39"	•37"	•48"	•52"	•47"	•20"*	•35"	•34"
K				•48"	•52"	•47"	•37"	•34"	•34"

original
structures
checked with
1951

The shell plate marked * has been renewed due to local wastage only and it was not considered necessary to drill the plate aft of this one.

It may be noted that J & K strakes amidships and aft represent the Bridge and Poop side respectively.

<u>DECK DRILLINGS</u>		
<u>UPPER DECK IN BRIDGE SPACE AMIDSHIPS</u>		
	DRILLING	ORIGINAL
PORT STRINGER	•34" X	•44"
PORT 1ST STRAKE INBOARD	•23" *	•30"
PORT 2ND STRAKE INBOARD	•21" *	•30"
STARBOARD STRINGER	•36" X	•44"
STARBOARD 1ST STRAKE INBOARD	•18" *	•30"
STARBOARD 2ND STRAKE INBOARD	•15" *	•30"

It may be noted that the deck plating in bridge space was largely renewed, including plates marked * (for depreciation) and plates marked X for local wastage.

Cont. on Page 6

Lloyd's Register
SURVEYOR TO LLOYD'S REGISTER
NEWCASTLE-ON-TYNE

0354 4/7

5=JUL 1956

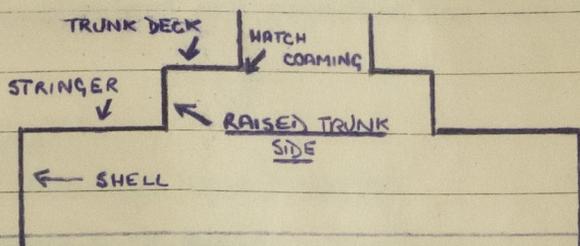
" K Y L O E "

PAGE 6 CONT.....

DECK DRILLINGS CONT:-

It was not practicable for plates to be drilled each side in way of readings given on page 5, due to the extent of repairs effected. The heavier deck stringer plates at the break of bridge forward and aft were drilled and found satisfactory.

UPPER DECK, DRILLINGS (AFT OF BRIDGE) FRAMES 48 - 49



STRAKE	PORT	STARD	ORIGL
DECK STRINGER	50 •62"	50 •64"	•74" ✓
RAISED TRUNK SIDE	•44"	•48"	•50" ✓
RAISED TRUNK DECK	•50"	•50"	•54" ✓

UPPER DECK DRILLINGS (FORWARD OF BRIDGE) FRAMES 90 - 91

STRAKE	PORT	STARD	ORIGL
DECK STRINGER	•74"	•74"	•80" ✓
RAISED TRUNK SIDE	42 •42"	•56"	•56" ✓
RAISED TRUNK DECK	•41"	•47"	•54" ✓

deck plating

It may be noted that the bridge was drilled as considered necessary and considered satisfactory.

D A M A G E

The following Damages were stated to have been caused by:-

- (1) Vessel touching bottom when leaving quay side at HULL on the 1st November 1955.
(See also COPENHAGEN Report No. 15465 dated the 8th November 1955)
(Port side bilge Keel)
- (2) Bumping Quay wall at LISBON from the 15th to the 19th January 1956.
(Starboard side shell plating in way of No. 3 Hold).
- (3) Contact with Quay wall when leaving CALAIS on the 7th February 1956.
(Bow plating etc., Port side).
- (4) Contact with Quay wall when entering CALAIS on the 3rd February 1956.
(Port side Bulwarks aft).

© 2020 Lloyd's Register
Cont. on Page 7...
SURVEYOR TO LLOYD'S REGISTER
NEWCASTLE-ON-TYNE.

0354 5/7

5E JUL 1956

" K Y L O E "

Page 7 Cont...

DAMAGE (5)

Contact with quay wall at LEITH on the 3rd August 1955.

(Bow plating Starboard side)

NOW DONE FOR DAMAGE:-

Vessel placed in Dry Dock. Shell plating, sternframe and rudder, cleaned, examined and recoated for Damages (1), (2).

REPAIRS NOW DONE FOR DAMAGE:-

(PLATES NUMBERED FROM FORWARD)

("H" STRAKE MAIN SHEER)

- | | | | |
|---------------------|-----------------------------|-----------------------------|-----|
| (1) BILGE KEEL: | 2 lengths Port | renewed. | |
| | 1 length Port | faired in place. | |
| (2) SHELL: | Starboard F12 | removed, faired & replaced. | (1) |
| | Starboard E10, F11, G11, 12 | faired in place. | (4) |
| FRAMES: | 4 in number | removed, faired & replaced. | (4) |
| (3) SHELL: | H2, J3, G3, F3 | faired in place. | (4) |
| FRAMES: | 4 in number | faired in place. | (4) |
| (4) BULWARK PLATES: | 1 in number | removed, faired & replaced. | (1) |
| | 2 in number | faired in place. | (2) |
| BULWARK RAIL BAR: | 1 length | renewed. | |
| BULWARK STANCHIONS: | 2 in number | removed, faired & replaced. | (2) |
| (5) SHELL: | H3, G4 | faired in place. | (2) |

On completion of the above Damage Repairs, shell plating hose tested as necessary and repairs considered satisfactory.

Structure recoated as necessary.

OIL FUEL CONVERSION

This Vessel has now been converted for burning oil fuel and the original cross coal bunker Frames 76 to 83 has now been converted into a three compartment Oil Fuel deep tank and wing portion of Coal Bunkers Frames 71 to 76 Port and Starboard have now been altered in length to Frames 72 to 76 and converted into settling tanks.

An oil Fuel drain tank has been fitted in the double bottom between frames 74 and 75 extending from centre girder to the 9'0" intercostal Port & Starboard, situated in the double bottom dry tank.

© 2020
 Lloyd's Register
 Cont. on Page 8
 SURVEYOR TO LLOYD'S REGISTER
 NEWCASTLE-ON-TYNE
 0354 6/7

5 JUL 1956

" K Y L O E "

Page 8 Cont....

OIL FUEL CONVERSION CONT:-

The cross bunkers have been constructed in accordance with the Approved Plan dated the 30th June 1955, and settling tanks in accordance with the Plan agreed locally on the 7th May 1956 and Circular 1866 where applicable.

The inner bottom plating seams and butts in way of cross bunkers, settling tanks and drain tank, reinforced by electric welding.

The existing cross bunker bulkhead frame 76 has been renewed complete in accordance with Approved Plan and boundary angles reinforced by electric welding.

Original Wing coal bunker bulkheads originally intended for settling tanks have now been renewed complete with boundary angles reinforced by electric welding.

The opening to original coal bunkers at level of upper deck has now been plated over, forming the crown of oil fuel cross bunker incorporating oil tight pitch riveting and connections to existing seams and butts reinforced by electric welding.

The new tank end forming the drain tank in double bottom has been constructed in accordance with Rule Requirements.

Suitable oil gutterways have been provided around all oil fuel bunkers draining into suitable drain hats, (Tank Top flush to shell) and the forward bulkhead of cross bunker has been completely sheathed with wood and a suitable air space provided.

Heating coils fitted to cross bunker and settling tanks pressure tested to 360 lbs. sq. in. The ash shoot has been removed and the openings in shell and casing side have been plated over in an efficient manner.

The Hatchway Port & Starboard in Bridge Tween Decks to the original coal bunker, have now been dispensed with and automatically plated over in conjunction with Survey Repairs to deck plating in Bridge Tween Decks.

The remaining requirements of section 20 of the Rules and the Rules for pumping and piping have been complied with.

On completion of the above oil fuel conversion, the cross bunkers, settling tanks and double bottom drain tank were tested and considered satisfactory.

AMENDMENTS TO THE REGISTER BOOK:-

INSERT : Fitted for oil Fuel 6/56 F.P. above 150° F
 AMEND : Cellular double bottom 205' 677 tons
 INSERT : Deep tank 15.75' O.F.
 Side tank P & S 9.0' O.F.

An emergency fire Pump has been fitted at this time, situated in the forecastle space with 4" sea suction valve fitted to shell plating in forepeak tank suitably spigoted to shell in accordance with Rule Requirements.

INTERIM CERTIFICATE ISSUED : COPY ATTACHED.

SEPARATION OF DAMAGE FEE (1) £ 1. 1. 0
 (2) £ 3. 3. 0
 (3) £ 1. 1. 0

(4) £ 2. 2. 0
 (5) £ 1. 1. 0

M. Donaldson

SURVEYOR TO LLOYD'S REGISTER.
 M. DONALDSON
 NEWCASTLE-ON-TYNE.

© 2020

Lloyd's Register
Foundation

0354 717