

No. 32114

Iting Report.....19..... When handed in at Local Office.....26/8/1920 Port of Hull  
 Survey held at Hull Date, First Survey 30/4/20 Last Survey 20<sup>th</sup> Aug. 1920  
 CS "L" 115 " V 11 (No. of Visits 22)

28 on the ~~Wood, Iron or Steel~~ S.S. Embleton "ex Kildysart" (No. of visits 22) Master  
 NNA GE:- Built at Middlesbrough By whom Smiths L. L. Co Ltd YEAR. MONTH.  
631 Owners Messrs Wilson & Burlinson When 1918  
493 Messrs Joplin & Hull. Port belonging to Newcastle  
 DE. 376 Owners' Address  
 (if not already recorded in Appendix to Register Book).

1. *Keel* *afloat* *in* *dry* *dock*? *Yes* Name of Dock *Destined Voyage*  
 2. *Keel* *D* *B* *or* *D* *B* *a* feet; *u* *E* *&* *B* feet; *f* feet; *l* feet;  
 3. Capacity tons. *FPT* tons; *APT* tons; *MT* feet tons.  
 4. *All alterations in the existing records should be underlined.*  
 5. The vessel has *Water Ballast Tanks*, state whether the *manhole covers* have been removed, and the *insides* examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.  
 6. CHARACTER.  
 7. ☒ for Special Survey.  
 8. Date of last Survey and of Periodical Surveys.  
 9. Machinery and Boiler Surveys (including date of N.B., if any).  
 10. Years assigned now expired.

Report, No. \_\_\_\_\_ Port \_\_\_\_\_

all Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs not of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; the former being detailed in the body of the report, should be summarised in the form shown below. Whenever the condition of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as maintained on Ship and now required \_\_\_\_\_ ft. \_\_\_\_\_ in.

In 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 he declined? Yes not required Was a damage report made by anyone else? If so, by whom? Underwriter Insurance

OR EXAMINATION, AS PER RULE, FOR Classification & alterations.  
vessel was of the "Kil" class Patrol Gunboat type, built to B.C. class.  
vessel placed in dry dock, bottom & rudder cleaned, examined & recoated.  
the close ceiling removed in the holds & bunkers & the platform lifted in the  
& boiler spaces. Peaks also cleared for examination. The whole of the frames  
ers, hooks, floor plates, keelsons, engine & boiler bearers, ends of beams. W. I.  
rads, rivets & inner surface of outside plating cleaned, examined & recoated.  
condition of the plating in way of sidights was ascertained. Tanks examined  
& tested under pressure. Decks examined. Chain cables ranged & examined  
locker examined. Masts, wedges & rigging examined. Hatches examined in position  
tors, coamings & covers examined. Steering gear & all its connections, windlass

DAMAGE REPAIRS :—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
... ..	✓	✓	✓	✓	✓	✓	✓	✓	as stated.
and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	✓	
Repaired in place	✓	✓	✓	✓	✓	✓	✓	✓	

  

CONDITION OF THE		Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement <del>on plates</del> (State which.)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
good	good	good	yes	good	.	.	.	.	.	.	.	.	.	.
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ches	.	.	.	.	.	.	.	.	.	.	.	.	.	.

  

Dblng. Plates under Sounding Pipes		Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Scuppers	Cargo Hatchways	Hatches	Planking of Wood Vessels	Caulking ditto	Treenails ditto	Breasthooks & Stemson ditto	Transoms, Pointers, & Crutches ditto	Timbers of Frame at openings ditto	Ditto ditto at other places ditto	Stringers, Clamps & Shelves ditto	Salting ditto
good	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

  

Copper, or Y.M. of Wood Vessels (State if on Felt.)		When put on, Month	Year	Boats	Masts, Yards, &c.	Condition, how ascertained	(State if wedges removed)	Sails	Equipment letter	Anchors, No. of	Cables (State if now ranged)	length	Rule length	Hawser & Warps	Standing & Running Riggng
✓	.	.	.	good	.	by exam	yes	.	.	3 B 15 1K.	yes	195 feet	260 -	good	.

Observations, Opinion as to Class, Recommendation, &c.:—

to 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 y, 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 5," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

is vessel is eligible in our opinion to be classed 100A1 on completion the survey as above.

Section 28) .....	£	31	:	10	:	0	Fees applied for,
<del>and</del> Paper Fee (if any) .....	£	2	:	2	:	0	10 4 19 20
es (if chargeable) .....	£	See F.R. 21.07					Received by me,
Fee (if any) .....	£						19 .....

tee's Minute TUE. NOV. 15 1920  
er Assigned See minute on 70. report

For A. Scullard & self.  
P. Fitzgerald.  
Surveyor to Lloyd's Register of Shipping.

TUE. NOV. 29 1921

Lloyd's Register  
Foundation

008700-008710-0261 1/2



¶ R.—If this Report is copied by Conving Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink or to cause it to show through to the other side.

Port side; No 3 bulwark plate faired in place. No 4 & 5 bulwark plates removed, faired, & replaced; also two lengths of bulwark rail & 4 bulwark stanchions.

The freeboard has not yet been verified.

ANCHORS.

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

## CHAIN CABLES.

[illegible]

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Hull

Continuation of Report No.

*dated*

20/8/20 on the

S. S. "Embleton" ex Kildysart.

Alterations: -

the gun platform, wheel house, funnel, wireless house, masts, galley, etc. removed. Forward boiler removed. Forward cross bunker & side bunkers in way of forward boiler removed. Cabin flat between frames 59 & 80 removed. Cabin flat between frames 6 & 16 removed. Bulkheads on frames 63 & 71 removed. The space between frames 43 & 77 converted into two cargo holds. The space between frames 6 & 16 - engine room & after peak - converted into cargo hold, with W.T. flat fitted over shafting. A hatchway erected on deck over each hold.

Bridge erected between frames 20 + 45 for officers + crew's accommodation.  
Tunnel removed to new position over remaining boiler room. Chart house  
+ galley erected on bridge deck. Main + Mizzen masts fitted.  
Bollards in previous accommodation below deck removed, + brackets  
fitted in lieu thereof.

frames where cut in way of magazine fitted with back bars.  
tunnel fitted through cross bunker between engine room + boiler room  
frames 29 + 33.

The W.T. door is fitted, & these bulkheads are not now watertight. The W. T. bulkhead at aft. end of engine room is fitted with a W.T. door which is hinged & bolted, & cannot be worked from deck. The deck has been doubled at the corners of the hatchways & brackets & girders have been fitted to sides of hatchways & under benches.

The whole of the above alterations have been carried out in accordance with the approved plans & Secretary's letters.

for particulars of scantlings, hatchways, etc, see accompanying  
First Entry Report.