

NET 2310
 Surveyed Afloat or in Dry Dock? *both* Name of Dock *Dumber Grimsby* Port belonging to *Whitby*
 Cell DBor DBa feet: *u E&B* feet: *f* feet: *f* Destined Voyage *✓*

L9938-0100 1/2

Received by Chief Ship Surveyor _____ Received from Chief Ship Surveyor _____

VESSEL'S NAME "KILDALE" Rpt. Gms. No. 21205

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

The class is subject to indented shell plating (s.s.) being repaired at the Owners' convenience.

Action has been deferred for examination in dry dock and repairs on account of damage caused by a mine exploding by fouling the starboard anchor chain cable, when the anchor and 4 lengths of chain cable were lost.

The Grimsby Surveyors now report the vessel placed in dry dock, the bottom coated, the requirements of the 2nd Special Survey No. 1 due 7.40 complied with, repairs to bunker bulkhead, bunker hatchway, tank top in stokehold, bulwarks, fore-castle and bridge end bulkheads, and minor repairs effected.

On account of damage through the action of a mine and bombs and through grounding, 29 shell plates, 11 deck plates and 3 tank top plates renewed, 68 shell plates, the framing in way, a number of bulkheads, deck plates repaired and minor repairs effected.

A bower anchor and 15 fathoms of chain cable have now been renewed; 45 fathoms of chain cable still remaining to be supplied to complete the equipment. The emergency arrangements admit of a reduction of 45 fathoms of chain cable in the case of this vessel.

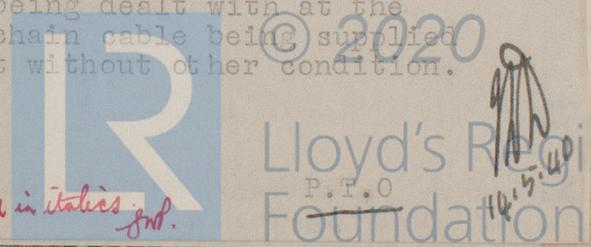
Owing to the dry dock being required for urgent Admiralty work, a number of keel plates, some plates in A strake, which are indented, No. 14 plate in 4th strake below sheerstrake (p.s.) fractured, have now been temporarily dealt with.

The Surveyors recommend the indented keel, bottom plating and No. 14 plate in 4th strake below sheerstrake (p.s.) E.W. 4.40, be dealt with at the Owners' convenience.

The outstanding indented shell plating on s.s. as above has been specially examined and in the Surveyors' opinion the condition regarding this may now be deleted.

It is submitted the vessel appears worthy to remain as classed with record of survey 4.40 and notation of S.S. No. 1-40, subject to indented keel and bottom plating and No. 14 plate in 4th strake below sheerstrake (p.s.) E.W. 4.40 being dealt with at the Owners' convenience (and to 45 fathoms of chain cable being supplied when the present emergency has passed), but without other condition.

100A1 } Subject, etc.
 4.40 Gms } Without, etc.
 S.S. Gms No. 1-40 }



Notes in italics exp.

No 14 plate in 4th strake below sheerstrake (p.s.) (E.W. 4.40) being dealt with at Owners' convenience; Notation of S.S. Gms No. 1-40 to be recorded in the R 13p. Further...

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 44.5.40

"KILDALE"

S.R.L

Delete dry docking (grounding), etc.

Amend as regards chain cable,

Delete bower anchor *and indented shell plating (S.S)*



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