

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6-5-1940 When handed in at Local Office 6-5-1940 Port of Grimsey
 No. in Survey held at Grimsey Date, First Survey 10-2-1939 Last Survey 29-4-1940
 Reg. Book. 27582 on the Wood, Iron or Steel "KILDALE" (No. of Visits 41)

TONNAGE:— Built at Sunderland By whom W. Pickering & Son When 1924
 GROSS 3877 Owners Lowland - Warrand's S.S. Co. Owners' Address Whitby
 UNDER DECK 3469 Managers Deeble & Son Port belonging to Whitby
 NET 3310

Surveyed Afloat or in Dry Dock? both Name of Dock Chamberlain Destined Voyage ✓
 Cell DBord Ba feet; uE&B feet; f feet
 Total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 108296 Port Sp.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In 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, not required

Society's Freeboard (if assigned) as painted on Ship and now verified 3 ft. 1 1/2 ins.

Was a damage report made by anyone else? If so, by whom? Was Risk's Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR 2nd Special Survey No 1, and Damage.

- (1). See Grimsey 12th No 108296 for particulars.
- (2). Stated due to bombing off the Chamberlain on the 3rd February 1940.
- (3). Stated to have been caused through beaching the vessel on Stable Sands on the 14th February 1940. Vessel refloated on the 9th February 1940.

Now done: 2nd SS No 1.

Vessel placed in dry dock bottom and rudder cleaned, examined and coated. The hold, tween decks, peaks, bunkers, chain locker, & 3 spaces above & below platform cleaned and examined; ceiling removed as required by Rule. See over

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	De Plates.	Other Items:—
Renewed	<u>29</u>	<u>1</u>		<u>927/ft</u>	<u>3</u>	<u>11</u>		<u>as stated</u>
Removed and Faired or Repaired	<u>23</u>	<u>4124/ft</u>	<u>160/ft</u>		<u>925/ft</u>			
Faired or Repaired in place	<u>145</u>	<u>8</u>		<u>1</u>		<u>6</u>	<u>2</u>	

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Felt.)
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month Year
Joamings <u>"</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>✓</u>	Boats <u>Good</u>
Beams & Fastenings <u>"</u>	Rudder <u>"</u>	Scuppers <u>Good</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>efficient</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained (State if wedges removed) <u>Examination</u>
" " in way of sidelights <u>Good</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>W</u>
Frames <u>"</u>	Have pumps been examined and found efficient? <u>yes</u>	Planking <u>✓</u>	Anchors, No. of <u>31315</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Cables (State if now ranged) <u>yes</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>yes</u>	Treenails <u>✓</u>	" length <u>225/ft</u> mean diam <u>2 1/8</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stems <u>✓</u>	" Rule length <u>270/ft</u> size <u>2 1/8</u>
Floors <u>Good</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches <u>✓</u>	Chain Locker <u>Good</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>"</u>	Timbers of Frame at openings <u>✓</u>	Hawsers & Warps <u>"</u>
Stringers <u>"</u>		" " at other places <u>✓</u>	Standing and Running Rigging <u>"</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shelves <u>✓</u>	Sails <u>✓</u>
Have the Tanks been examined internally? <u>yes</u>		Salting (State if examined.) <u>✓</u>	
Have the Tanks been tested? <u>"</u>			

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."

This vessel is eligible in my opinion to remain as classed and to have record of survey 1,40, subject to indicated keel and bottom plating and being dealt with at Owners' convenience; Notation of SS Class No 1-40 to be recorded in the R. 138. Forty five fathoms of chain cable to be supplied. The note in the S.R. 138 regarding indicated plating & might now be deleted.

Survey Fee (per Section 29)	£ 17 : 10 : 0	Fees applied for,	£ 7 : 5 : 0
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 52 : 10 : 0	Received by me,	£ 19 :
Travelling Expenses (if chargeable)	£ 2 : 6 : 0		
Second Surveyor's Fee (if any)	£		

TUE. 21 MAY 1940

Committee's Minute

Character Assigned

100A1 Subject No 1-40
S.S. No 1-40
+hmb. 4-40

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W9938-010115

(2)

Continuation of Report No. 21205 dated 6-5-40 on the

of GrimsthyS. S. "KILDALE"out of wear & tear repairs:Damage pipes at deck built up by electric welding
in account of grooving; deck plates renewed;mast standing rigging shackles and pins
renewed and forty hatch wood covers renewed;No 1 damage repairs:Vessel placed in dry dock bottom and middle
beamed and examined:

Nos 1-2 & 3. Keel plates renewed: (ps). F Nos 1-2 & 3, G Nos

22 and H No 1 plates renewed; E No 1 removed,

joined and replaced and A No 2 - E No 2 and G No 3 & H No 2.

joined in place: (SS) F Nos 1-2 & 3, G No 1 and H No 1 plates

renewed; E No 1 removed, joined and replaced and A No 2,

G No 2 joined in place:

one floor plate in fore peak removed, joined and
replaced and several slack rivets renewed; one collision
bulkhead plate (SS) cropped and part renewed.The lower anchor and four lengths (60 fathoms) of chain
(able lock) The anchor and one length (15 fathoms)
cable now supplied & fitted on board (particulars stated on
report)The shell plate (ps) in No 1 hold and air pipe (SS) in after
hold previously temporarily repaired have now been
renewed.All spiketting chocks wood ciling and broken or
started cement in way of damage made good and a
few minor repairs effected.The fore peak and No 1 double bottom tanks water tested
according to Rule:No 2 damage repairs:port side:No 3 hatch: - Three tank top plates renewed and two
repaired by flush spigot patches and doubling plates;
one engine room bulkhead plates part doubled:Engine room: - Three tank top plates repaired by doubling
plates; two main frames and one frame bracket (fractured)
efficiently strengthened:Upper decks: - five deck plates renewed; one deck
double at corner of hatchway removed and replaced
for access; two deck beams cropped and part removed,
joined and replaced; one length of casing foundation angle
renewed and F. W. tanks at after end of casing part
renewed and tested:Bridge decks:

Two stringer plates joined in place and six deck plates renewed.

"KILDALE"Contn of No 2 damage repairs:

Bridge deck (p.s.) Three deck beams cropped and part removed, joined and replaced; nine half beams removed, joined and replaced; two casing side coaming plates and four side plates renewed; ^{two} lengths of casing foundation angle and six stiffeners renewed; one stiffener joined in place and seven stiffener brackets removed, joined and replaced; two casing top plates and one length of side angle renewed; two casing top beams cropped and part removed and four removed, joined and replaced; steel doors to donkey boiler & steering engine space renewed; side deckhouse plating, foundation angle, stiffeners, brackets and connecting angle, boat deck beams and tie plates, wood deck and accommodation woodwork and fittings renewed complete: one bulwark plate, one length of rail bar and three boat deck angle supports renewed; two stowhold and four engine room ventilators renewed; two hold ventilator cowls and one ventilator to bunkers renewed; E. 12 gun, galley and steering house skylight repaired; three lifeboats with complete equipment supplied and fitted on board; new boat chocks, blocks, falls and guys fitted to after boat (p.s.)

Small deckhouse at after end of bridge: after corner plate, one end plate renewed; foundation angle, part renewed; wood door, all woodwork and fittings renewed.

All wood covers and tarpauline to bunker hatch on casing top and one bunker hatch on bridge deck (p.s.) renewed; Mainmast standing rigging shackles - pine renewed.

All steel weather decks water tested by a hose and a number of minor repairs effected

No 3 damage repairs:

Nos 5-6-8-9-17-18-19-20 and 21 keel plates renewed and 22 joined in place.

p.s.:- A Nos 10 and 13 Nos 4 & 5 renewed; A Nos 14-5-8-9-18 & 19, B Nos 7-8-9 & 17, C Nos 4-7 & 8, D Nos 2-5-6 & 7 and E Nos 10 & 11 removed, joined and replaced; A Nos 3-6-7-11-17 & 20, B Nos 3-6-10-15-16 and 18, C Nos 3-5-6-9 & 17, D Nos 1-3-4 & 8 and E Nos 9 & 12 joined in place.

Three lengths of bilge keel bulwark plate renewed; shell angle in way joined in place.

SS:- A Nos 17 & 20 and B No 16 renewed; A Nos 5 & 19 removed.

KILDALE

Cont^d of No 3 damage repairs:
removed/

joined and replaced: Nos 2-3-6-7-8-9-15-16 & 18,
13 Nos 4-5-15-17 & 18 and C No 16 joined in place.

Several started rivets in bridge keel renewed.

A circular hole cut in each of the following plates during salvage operations closed by a riveted flush spigot and doubling plate:

ps: No 14 stanchion and Nos 2 & 4 bridge side plates from forward

SS: No 14 " from forward and E No 2 from aft

No 2 D13 tank: One centre keelson plate removed, joined and replaced and two

ps: - Two tank margin plates and all outside & inside lugs

in way renewed; forward tank end plate cropped and

part renewed, four vertical stiffeners and one intercostal

angle on tank end renewed; nine floor plates renewed, one

cropped and part renewed and one joined in place.

Two intercostal plates renewed & eleven removed, joined and replaced:

sixteen C K brackets and twelve tank margin brackets renewed:

three " " " five " " " removed, joined

and replaced and one tank margin bracket joined in place:

one bottom frame renewed; twenty nine removed, joined

and replaced and eight joined in place:

sixteen bottom reverse frames renewed, joined and replaced

and six tank top plates released and joined:

SS: - Two floor plates cropped and part renewed; one intercostal

plate renewed and one removed, joined and replaced:

five C K brackets renewed; three bottom frames removed,

joined & replaced & four cropped & part renewed, joined & replaced:

No 5 D13 tank:

SS: - one floor and after tank end plate cropped and part

renewed; four vertical stiffeners and one intercostal angle

on tank end renewed; one intercostal plate and two C K

brackets removed, joined and replaced; four bottom

frames removed, joined and replaced and one bottom

reverse frame cropped and part renewed, joined & replaced:

No 6 D13 tank: -

SS: - one floor plate cropped and part renewed;

ps: - one intercostal plate renewed; two C K brackets

removed, joined and replaced; two bottom frames (ps) and

three (SS) removed, joined and replaced:

Several intercostal shell, top and vertical ^{lugs} renewed or

removed, joined and replaced:

Two cross bunker bulkhead bottom plates renewed:

One stowhold " " plate renewed:

One tank top plate (ps) in No 2 hold repaired by a riveted flush spigot

"KILDALE"Cont^d of No 3 damage repairs:Centre line bulkhead.

No 2 hatch: four^d bulkhead bottom plate and foundation angle renewed; five stiffeners cropped and part renewed; one bracket and all stiffener lugs and bracket angle to tank top renewed; after bulkhead bottom plate and one bracket renewed; four stiffener lugs and bracket angle to tank top renewed;

Cross 1 Bulkhead: four^d bulkhead bottom plate and one bracket renewed; four stiffeners cropped and part renewed; four stiffener lugs and bracket angle to tank top renewed; after bulkhead bottom plate and one bracket renewed, three stiffeners cropped and part renewed, three stiffener lugs and bracket angle to tank top renewed; tank top ceiling angles and lugs in way of hatch renewed.

Several repairs or renewals to tank and bilge suction pipes and air & sounding pipes carried out.

Two lengths of steering rod renewed.

All disturbed or broken spiketting checks, cement and wood ceiling in way of damage made good.

All double bottom and after peak tanks water tested according to Rule.

Several minor repairs effected.

Owing to the dry dock being required for some urgent Admiralty work, it was not convenient to proceed with the permanent repairs to the following indented keel and bottom plates (counting from fore^d) Keel Nos 4-7-10-11-12-13-14 & 15, A No 1 (ps) and A No 1 & 4, (ss) and No 14 plate (fractured) in 4th strake below sheerstrake, (ps) The latter plate has been temporarily repaired by electric welding and an efficient cement base fitted in way.

In my opinion, the efficiency of the vessel is not impaired and repairs to the foregoing plates can be left to be dealt with at a time suitable to the Owners.

Per Montreal 1st of Nov 1946.

The Owner's Sup^t proposed that the indented plating (ss amidships) might be considered of no consequence as regards the efficiency of the vessel; now specially examined and in my opinion, the proposal merits the favourable consideration of the Committee,

H. L. Palmer.