

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11th April 56 When handed in at Local Office 13-4-56 Port of Antwerp
 No. in Survey held at Antwerp Date, First Survey 7th March Last Survey 30th March 19 56
 Reg. Book I6829 on the Wood, Iron or Steel S.S. "KYLE QUEEN" (No. of Visits TEN)

TONNAGE :-
 GROSS 1919
 UNDER DECK --
 NET 1084

Built at SunderlandBy whom J. Crown & Sons Ltd.When 1922

MONTH.

Owners Kyle Shipping Co. Ltd.Owners' Address --

(If not already recorded in Appendix to Register Book)

Managers Monroe Bros.Port belonging to LiverpoolSurveyed Afloat or in Dry Dock? BothName of Dock No. 6 D.D. & No. 46 B.D.Destined Voyage M. K.

Cell D B or D B a feet; u E & 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. 59544 Port C.F.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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.

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE FOR DRYDOCKING, CONDITION & CONVERSION FROM COAL TO OIL FUEL BURNING.

NOW DONE:

DRYDOCKING: Ship placed in dry dock. Shell plating, midder, and stem frame cleaned and examined, repaired and part renewed as described hereafter, and recoated. SHIP LAST SEEN IN DRYDOCK 26th. MARCH. 1956.

Rudder lifted and worn pintle bushes renewed. Other minor repairs for general w. & t. carried out in dry dock as found necessary.

CONDITION: Examined: weather decks, fore and hold engine and boiler spaces, oil fuel bunkers (new constructed), O.B. tank underneath oil fuel bunkers, hatchways and closing arrangements, casings, ventilators, and air pipes on deck, with closing

SUMMARY OF DAMAGE REPAIRS	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ..								

PRESENT CONDITION OF THE	PARTS NOW EXAMINED:
Decks <u>Good</u>	Bulkheads <u>Good</u>
Caulking of Decks <u>do.</u>	Ceiling <u>do.</u>
Coamings <u>do.</u>	Cement or Asphalt <u>do.</u>
Beams & Fastenings <u>do.</u>	Rudder <u>Good</u>
Outside Plating <u>do.</u>	Steering gear and its connections <u>Good</u>
" " in way of sidelights <u>Not exist</u>	Windlass <u>Good</u>
Frames <u>Good</u>	Have pumps been examined and found efficient? <u>do.</u>
Reverse Frames <u>do.</u>	Have Sluice Valves been examined and found efficient? <u>do.</u>
Longitudinals <u>do.</u>	Have Watertight Doors been examined and found efficient? <u>do.</u>
Transverses <u>do.</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>
Floors <u>Good</u>	Air and Sounding Pipes <u>Good</u>
Keelsons <u>do.</u>	Doubling Plates under Sounding Pipes <u>Yes</u>
Stringers <u>do.</u>	
Inner Bottom Plating <u>do.</u>	
Have the Tanks been examined internally? <u>See Report</u>	
Have the Tanks been tested? <u>See Report</u>	
	Engine Room Skylights <u>Good</u>
	Coal Bunkers, Openings, Covers, &c. <u>do.</u>
	Oil Bunkers <u>Good</u>
	Scuppers <u>do.</u>
	Cargo Hatchways <u>do.</u>
	Hatches <u>do.</u>
	Planking <u>do.</u>
	Caulking <u>do.</u>
	Treenails <u>do.</u>
	Breasthooks & Stemson <u>do.</u>
	Transoms, Pointers & Crutches <u>do.</u>
	Timbers of Frame at openings <u>do.</u>
	" " at other places <u>do.</u>
	Stringers, Clamps & Shelves <u>do.</u>
	Sanding <u>do.</u>
	State if examined
	Copper, or Y.M. (State if on Felt.)
	When fitted, Month Year
	Boats <u>Not exist</u>
	Masts, Yards, &c. <u>Good</u>
	Condition, how ascertained <u>from deck</u>
	(State if wedges removed)
	Equipment letter <u>3.6 9.15</u>
	Anchors, No. of <u>3.6 9.15</u>
	Cables (State if now ranged) <u>Not ranged</u>
	" length <u>mean diam.</u>
	(on board.)
	" Rule length <u>size</u>
	Chain Locker <u>Sufficient</u>
	Hawsers & Warps <u>Efficient</u>
	Standing and Running Rigging <u>Efficient</u>
	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."

This ship in so far as now surveyed is eligible in my opinion to remain as now classed in the Register Book, with fresh notations of DRYDOCKING (Ant) 3.56" and "O.F. 3.56"

Survey Fee (per Section 23) <u>Docking</u> £ <u>1100 70</u>	Fees applied for, <u>13-4-56</u>
Special Damage or Repair Fee (per Section 23) <u>Conversion to O.F.</u> £ <u>10500 70</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable) £ <u>975 70</u>	
Special attendance £ <u>880 70</u>	
Second Surveyor's Fee (if any) £	

Committee's Minute

TUESDAY 29 MAY 1956

Character Assigned

3.56 Ant

5.3.56 BS 3.56

Fitted for oil fuel 3.56 F above 150° F

Surveyor to Lloyd's Register of Shipping.

003434-003443-0317

Sec. 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. Guttenway draining to separate oily bilges, p.s.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 ^{or} 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 lips of brackets.

J. Manson

N.B. Alteration to Appd 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 above mentioned.

J. Manson

2025 of Rules.

appliances, steering gear, windlass, 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 ^{tank} p.s. of the No. 4 engine room F.W. tank,
 adjacent to dry tank under boilers.

Tank repairs W. St. ∴ 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 margins.

CONVERSION FROM COAL TO OIL FUEL BURNING.

The existing cross-bunker spaces, extending from H. 75-83, and the 'tween deck bunker 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 in the approved plans, generally wasted side shell plating and frames in way of the p/b's wing bulkheads also renewed, as follows :-

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

Frames: bropped 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 1. 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.

Number of Certificate.	Anchors. ^a	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower														If Patent, state name of Patentee		
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

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

CHAIN CABLES.

[illegible]

landing (part renewed), F. 6, F. 7, F. 8, (cropped at bird-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. Bulbs E.W. Existing trunkway from casing top to original bunker spaces dispensed with and casing and deck openings plated over, together with the p. & 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 mle. Details of all alterations affecting Freeboard reported separately.

Please see Follow-up Sheet. J. Manson.

Please see Follower Sheet.

J. Manson.