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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 &amp; 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.



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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 F.P.C.	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  
shutters  
checked with  
19.5.1

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.

DECK DRILLINGS		
UPPER DECK IN BRIDGE SPACE AMIDSHIPS		
	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.

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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

<div>TRUNK DECK HATCH COAMING STRINGER RAISED TRUNK SIDE SHELL</div>			
STRAKE	PORT	STARD	ORIGL
DECK STRINGER	62"	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"	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).



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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.

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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

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Foundation

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