

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 19. 1. 1922. When handed in at Local Office 20. 1. 1922. Port of SUNDERLAND.

No. in Survey held at SUNDERLAND. Date, First Survey 20. 10. 21 Last Survey 12. 1. 1922. Reg. Book. (No. of Visits 27.)

21016 on the Wood, Iron or Steel S.S. KIRKTOWN. Master

TONNAGE:-

GROSS 2386

UNDER DK. 2282

NET 1526

Built at

Whitby

By whom

J. Turnbull &amp; Son

When 1902 - 5

Owners

Towen Line (Lon) Ltd. (Harrison Port belonging to London

Owners' Address

Sons &amp; Co. Mgrs.)

(if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both Name of Dock Commissioners. Destined Voyage

WB=Cell DBorDBa

feet; uE&amp;B

feet; f

feet; }

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Year  
Assigned  
and  
expired.Machinery and Boiler  
Surveys  
(including date of N.B., if any).

+100RI. 11.19.

S.S. N.W.C. No. 3-716

+LME. 7.16.

BS. 10.20.

TS. 11.19.

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 17996 Port. Roy

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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.

Society's Freeboard (if assigned) as painted on Ship and now verified } 3 8 ins.

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* Was a damage report made by anyone else? If so, by whom? *J. McKelvey for 16 writers.*REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey No. 1 & Damage.**S.S. No. 1. Vessel placed in the dry dock, & the bottom cleaned, scummed, & coated, & the rudder lifted & examined.**Holds, fore peak, chain locker, bunkers, tunnel & machinery space, & bilges under boilers cleared, all close & spar ceilings removed, & steel work examined, sealed, & re-coated. The double bottom tanks & after peak tank internally examined & tested. Decks, bulwarks, casings, coamings, hatches, ventilators, windlass, steering gear & connections, masts, rigging, & air & sounding pipes all examined. Downton pumps tried & found satisfactory. Anchors examined & cables ranged.**The freeboard verified.**(P.T.O.)*

## SUMMARY OF DAMAGE REPAIRS:-

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	10	✓	✓	✓	✓	✓	✓	Bilge keels, main items & as detailed.
Removed and Fair'd or Repaired	6	34			9	2		
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	✓
Caulking of Decks	—	State if Tanks now tested	Yes	Engine Room Skylights	—	(State if on Felt.)	—
Waterways	—	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	—	When put on, Month	✓
Coamings	—	Ceiling	—	Scuppers	—	Boats	Good
Beams & Fastenings	—	Cement or Asphalt	—	Cargo Hatchways	—	Masts, Yards, &c.	—
Outside Plating	—	(State which.)	—	Hatches	—	Condition, how ascertained	Examination
Caulking of ditto	—	Rudder	—	Planing of Wood Vessels	—	(State if wedges removed)	Yes
Rivets	—	Steering gear and its connections	—	Caulking	ditto	Sails	✓
Breasthooks & Crutches	—	Windlass	—	Treenails	ditto	Equipment letter	T
Transoms	—	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Anchors, No. of	3B. 15. 1K.
Frames	—	Have Sludge Valves now been examined and found efficient?	None	Transoms, Pointers, & Crutches ditto	—	Cables (State if now ranged)	Yes
Reverse Frames	—	Have Watertight Doors now been examined and found efficient?	Yes	Timbers of Frame openings ditto	—	length 240 fms size 1 1/2	13-23
Floors	—	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto ditto at other places ditto	—	Rule length 240 fms size 1 1/4	17 1/2
Keelsons	—			Stringers, Clamps & Shells ditto	—	Hawser & Warps	Good
Stringers	—			Salting (State if examined.)	—	Standing & Running Rigging	—
Inner Bottom Plating	—						

## General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &amp;c."

*This vessel is now in good & efficient condition, & eligible in my opinion to remain as classed, & to have record of Survey 1.22 & the notation of S.S. Std No. 1.22.*

Survey Fee (per Section 28) £

17 : 10 : 0

Fees applied for,

Special Damage &amp; Repair Fee (per Sec. 29) £

21 : 0 : 0

20 JAN 1922

Travelling Expenses (if chargeable) £

6 : 6 : 0

Received by me,

Second Surveyor's Fee (if any) £

✓

20 JAN 1922

Committee's Minute

FRI. JAN. 27 1922

Character Assigned

100RI

S.S. No. 1-22 + Lmb. 1.22

Without Spl. Cond.

NULL CERTIFICATE  
WRITTEN 30/3/22

L

Lloyd's Register  
Foundation

008839-008846-0157 1/3



S.S. "KIRKTOWN."

Damage (1) stated to have been caused through grounding - at Progreso, Mexico, on 30<sup>th</sup> March 1921. (Please see N.Y. R.P.T. No. 2036)

Now done. - Shell plating. Starboard. (numbered from aft). -  
Kiel shake, No 7, A No 7, C Nos 4 & 5, & D Nos 4 & 5, failed in place  
one length bridge keel bulb plate, removed, failed & replaced  
It was not considered necessary to deal with keel  
plate No 6, A No 3, B No 4, & 7; or two plates in A & B shakes  
about 75 ft from forward on port side, owing to the very  
slight nature of the indentations.  
Hood-decks over bridge & chart room caulked & grayed.

Damage (2) stated to have been caused through grounding off  
Hook of Holland, on 29<sup>th</sup> September 1921, while on a voyage  
from Philadelphia towards Rotterdam.

Now done. - Shell plating. Starboard. (numbered from aft). -  
A shake No 5, B Nos 5, 12, 13 & 14, removed, failed & replaced; &  
B 6, released for access; 22 tank frames failed in place;  
4 tank side brackets in boiler room renewed; welding &  
caulking in vicinity of damage overhauled & made good, &  
broken cement renewed.

Damage (3) stated to have been caused through collision

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collector 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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Stain- tory.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.			
	Fathoms.	In.	Tons.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Fathoms.	In.			

with the S.S. "City of Elmwood" in New Orleans Harbour on 7<sup>th</sup> April 1921. (Please see N.Y. R.P.T. No. 20360).

Now done. - Port side Forward - ab aft Newcastle Lead. -  
Shunshake plates nos 3 & 4, one bulb-ark plate, one length rail bar,  
forecastle front bracket, 4 bulb-ark stays, one doubling in way of  
hoisting pipe, one length shinger-angle, & No 4 plate in shake  
below sheer, all removed, failed & replaced; one length moulding  
forecastle side sweep plate & moulding, upper part of web frame plate,  
S. (Continued.)

SAT 21 JAN. 1922

9a.

of SUNDERLAND Continuation of Report No. 28253 dated 20 JAN 1922 on the

S.S. "KIRKTOWN."

3 frames, 3 beam ends & one-deck shinger plate, all  
failed in place; 2 frames in side house cropped & renewed  
with brackets to deck, & lower part of plating - at fore end  
of side house, cropped & partly renewed.  
All fittings replaced & broken cement renewed & materials  
repacked.

Damage (4). Port Side. In way of No 4 Hatch. (Barr. Rpt 16049).  
(Cause of damage not stated).

Now done. - One shunshake plate, No 5, (from aft), & one  
plate in shake below, nos, upper part of web frame plate,  
& 3 bulb-ark stays, removed, failed & replaced; one  
deck shinger plate, 7 frames, 5 beam ends, one hatch end  
beam, failed in place; & large extended beam end brackets  
failed, & 3 brackets renewed.

The following repairs - due to wear & tear. - Decks. - Fore Well -  
one plate renewed. After Deck. - 2 plates renewed.  
Bridge Deck. - 8 plates renewed.

Collision Bulkhead. - 6 plates & one tubular stiffener renewed,  
& 3 living outal stiffeners removed for access & refilled.

The fore peak tested after repairs & found satisfactory.  
Boiler Room Bulkhead. - 4 plates renewed on lower portion.

Storehold. - All angle beams for floor renewed.

No 1 Hold. - Bulb plate of framing beam at fore end of hold  
removed, failed & replaced, & top-angle renewed.

No 2 Hold. - One tank side doubling plate fitted on port  
side, & 8 tank side lugs renewed.

Angles for shifting boards renewed in holds where required.

Hold ladders repaired & re-riveted, & pillars failed & placed  
in good condition, & angle runners under beams renewed  
where necessary. Sounding pipes repaired & partly renewed.

Rust-drawn rivets in holds, casings, & throughout the vessel  
renewed - as required, & several shell lugs renewed.

Boiler Chocks. - 2 plates renewed & angle connections  
partly renewed.

Bunkers. - 4 plates renewed in port pocket, & 2 in starboard.

Lower Bunker. Port. - 2 Wing plates & coaming plate renewed,  
one frame partly renewed, & 2 frames fitted with reserve frames.  
Corner bars & angle connections partly renewed.

Kidder. - Top & bottom pintles renewed, & wing piece fitted in  
bottom gudgeon.

S. (Continued.)

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Lloyd's Register  
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S.S. "KIRKTOWN."

Bridge Space:- 8 frames fitted with brackets to deck.

No 2 Tank:- 2 girders (Side) on each side cropped & partly renewed at after end of tank & connecting angle partly renewed.

Boiler Room:- 2 angle kelsons cropped & partly renewed on each side.

No 4 Tank:- One girder under thrust seat cropped & partly renewed & connecting angles partly renewed.

One sheersake plate on starboard side in way of foreboard marking, fixed in place.

Hatchways:- No 1:- angles of 3 steel fore & aft renewed, & 2 hatch side fore & aft angles on coaming renewed.

No 2 Hatch:- Angles of 2 steel fore & aft renewed, & 2 hatch side fore & aft angles on coaming renewed.

No 3 Hatch:- Angles of one steel fore & aft renewed, & 2 hatch side fore & aft angles on coaming renewed.

No 4 Hatch:- 2 hatch side fore & aft angles on coaming renewed.

All hatchway fittings overhauled & repaired where necessary, & hatch covers repaired & partly renewed.

Hold ceilings, cargo battens, shifting boards & wood cleatings, all overhauled & renewed where necessary.

Rigging overhauled & placed in good condition, & eleven rigging screws renewed & line repaired, demicks overhauled & repaired & mountings partly renewed.

Stowing chains annealed & partly renewed & rods & springs overhauled & placed in good condition & pins partly renewed.

Hand rails & stanchions fixed & repaired, & skylights repaired & made tight. Ventilators repaired & partly renewed. 4 washport doors renewed, & wood decks re-caulked where required. H.T. doors fixed & made workable, & a number of repairs of a minor nature carried out internally & on deck.

*[Signature]*