

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25/11/39 When handed in at Local Office 27/11/39 Port of LIVERPOOL
No. in Survey held at Birkenhead Date, First Survey 17/10/39 Last Survey 24/11/39
Reg. Book. 2806 on the Wood, Iron or Steel Sc. "KYLE FIRTH" (No. of Visits 18)

TONNAGE:— Built at Ays By whom Ailen S.S. Co. Ltd. When 1905
GROSS 450 Owners Walton S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
UNDERDECK 309 Managers F. L. Dawson & Co. Ltd. Port belonging to Glasgow
NET 178 Cutting Shipyard B. Lead S.D.

Surveyed Afloat or in Dry Dock? Both Name of Dock Cuttins Shipyard Destined Voyage ✓
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. 111950 Port Liv

(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

Society's Freeboard (if assigned) as painted on Ship and now verified 4 ft. 1 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and S.S. No. 2.

Vessel stated to have sustained damage to bulworks starboard side on R.G. Dk. through being struck by a coal wagon on 7th Jan. 1939.

How done One bulwork plate and bulwork rail in way cropped and part renewed. Two bulwork stanchions removed, faired, and refitted. Deck in way of bulwork stays faired in place.

S.S. No. 2 Vessel placed in drydock, bottom and side plating and rudder cleared, examined and recoated. Hold, decks, engine and boiler spaces, under engines and boilers, bunkers, chain locker, anchor and cables, fore peak tank internally, fore peak spaces, after peak tank internally, plating under sidelights, hatchways, covers, supports, tarpaulins, cleats and lashing arrangements, air and sounding pipes, masts, rigging, windlass, steering

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								Bulwork plating and rail
Removed and Faired or Repaired								Side (see report).
Faired or Repaired in place								

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) <u>✓</u>
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month <u>"</u> Year <u>"</u>
Coamings <u>"</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	Boats <u>good</u>
Beams & Fastenings <u>"</u>	Rudder <u>good</u>	Scuppers <u>good</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>by examination</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed)
Frames <u>"</u>	Have pumps been examined and found efficient? <u>yes</u>	Planking <u>✓</u>	Equipment letter <u>3815</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Anchors, No. of <u>3815</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>✓</u>	Cables (State if now ranged) <u>yes</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>✓</u>	" length <u>165</u> ft. mean diamr. <u>1 1/2</u> "
Floors <u>good</u>	Air and Sounding Pipes <u>good</u>	Transoms, Pointers & Crutches <u>✓</u>	" (on board) <u>165</u> ft. size <u>1 1/2</u> "
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>yes</u>	Timbers of Frame at openings <u>✓</u>	" Rule length <u>165</u> ft. size <u>1 1/2</u> "
Stringers <u>"</u>		" " at other places <u>✓</u>	Chain Locker <u>good</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shelves <u>✓</u>	Hawsers & Warps <u>sufficient</u>
Have the Tanks been examined internally? <u>yes</u>		Salting <u>(State if examined.)</u>	Standing and Running Rigging <u>good</u>
Have the Tanks been tested? <u>yes</u>			Sails <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 in an efficient condition and eligible in our opinion to remain as now classed with fresh record of survey Bkn. 11, 39 and notation of S.S. Bkn No 2-39, without condition regarding E.W. of rudder post and foremast tabernacle, subject to four lengths of chain cable being compared with certificates of test.

Survey Fee (per Section 29) <u>£ 11 : 5 : 0</u>	Fees applied for, <u>29 NOV 1939</u>
Special Damages Repair Fee (if any) <u>£ 10 : 10 : 0</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable) <u>£ : ✓ : </u>	
Second Surveyor's Fee (if any) <u>£ : ✓ : </u>	

Committee's Minute

Character Assigned

LIVERPOOL

5 DEC 1939

Deferred for completion of Boiler Survey.

T.S. 10. 39

Surveyor to Lloyd's Register of Shipping.

WED 20 DEC 1939

Lloyd's Register of Shipping
Cargo batt. not fitted Subject
S.S. No. 2-39 undation
+ Linc. 11. 39

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gear, ventilators, pumps, equipment, freeboard and boats. Ceilings removed as required. Fore and after peak tanks tested and found tight.

Wear and Tear Repairs.

Rudders lifted, pintles and bushes renewed. Steering engine opened up for examination, bearings adjusted and engine placed in good working order. Steering rods, chains, sheaves and pins overhauled and placed in good order. Steering chains renewed. One spare length of steering chain and a buffer spring placed on board. Windlass opened up for examination, bearings adjusted, working parts overhauled and placed in good order.

On fore lead stringer plates, stringer angles and spirketting plating P+S at stem cropped and part renewed. New cement fitted in waterways. Wood sheathing paint renewed as requisite and caulked and payed.

Fore side plating on Poide in way of W.C. cropped and part renewed. In crews accommodation below main deck, collision bulkhead on Poide cropped and part renewed, and two flanged plate stiffeners cropped and replaced by angle stiffeners.

Six brackets to F.P. tank top (3P+3S) from frames at stem renewed, and 4P+2S fitted with free angles. Two plates in 1st and 2nd strakes below main dk steelstrake on S side at stem renewed in way of scrub of anchor.

Portion of shell flange of Port lance pipe cut away where broken and replaced by a piece of heavy segmental bar welded in.

Sideswattles in crews fore overhauled and placed in working order.

Belding doubling plate fitted to bridge front.

Cleats, hatch battens, slides and rest bars to main and R.P. Dk hatchways placed in order. One wood fore and after to main dk. hatchway + ridge piece to same renewed. Six wood hatch covers and two tarpaulins renewed.

Six wood hatch covers renewed together with two tarpaulins to R.P. Dk hatchway.

Rigging and stays to fore mast renewed.

Bunkers ^{casing} side plating doubled, and access doors above same renewed.

Casing plating cropped and part renewed, margin plank in way lifted, renewed, caulked and payed.

Bulwork plating on S quarter released and fairied in place, except in way of knuckle, where cropped and part renewed.

Wood belting P+S cropped and part renewed as necessary, fna plating renewed or re-secured as required.

Casing top plating from base of funnel aft renewed complete.

In bunks six vertical stiffeners renewed complete on W.T. bulkhead, and screen bulkhead part renewed in way of doors. Doors and slides refitted.

Three fore and aft stays between W.T. and screen bulkheads renewed.

In stokehold five beams fairied in place.

In E.Pm side stringer Poide cropped and part renewed. Double angles on web frame cropped and part renewed. Lower stringer on S side cropped and part renewed.

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On hold port side, upper side stringer angle cropped and part renewed together with back legs at fore end. Frames and reverse frames cropped and part renewed mainly at fore end. Two web frames in way fairied in place and face plates fitted to face angles. Half beams in way of main & keelson fairied in place, and beam knees renewed as required.

On starboard side, upper side stringer angle at fore end cropped and part renewed together with back legs. Frames and reverse frames cropped and part renewed in way of main and RQ & keelson. Half beams fairied in place or renewed as required together with beam knees. Lower side stringer angle cropped and part renewed. Two web frames in way fairied in place and face plates fitted. Two diaphragm plates to overlap of main + RQ & doubled.

Cement cappings cut out for inspection and repair of frames and reverse frames renewed.

Buckled pillars in hold removed, fairied and refitted.

SK List Rudder post (EW 2.36) between locking and first pintle examined in drydock and found satisfactory.

Foremast tabernacle now riveted and caulked, foremast removed and refitted.

Four lengths of chain cable were placed on board prior to the vessel sailing, and it was not possible to verify marks on same at this time.

A.W. Jackson.