

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

Date of writing Report 19 10 When handed in at Local Office 14. 8. 39 Port of Glasgow  
 No. in Survey held at Irvine Date, First Survey 7. 7. 39 Last Survey 7. 8. 1939  
 Reg. Book. 20874 on the Wood, Iron or Steel 3 Met. H. "BERYL." (No. of Visits 8)  
 TONNAGE: Gross 568 Built at Troon By whom Ailsa S. B. Co. Ltd. When 1924-11.  
 UNDER DK. 391 Owners Wm. Robertson. Owners' Address (if not already recorded in Appendix to Register Book).  
 NET 236 Managers Port belonging to Glasgow

Surveyed Afloat or in Dry Dock? Slip Name of Dock Irvine Destined Voyage -  
 WB=Cell DBor DBa feet; uE&B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.  
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 112101 Port Liv

(Periodical Surveys, when held, must be reported in detail and seriatim 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

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of S.B., in any).
+100 A1.		+LMC 136
4.38.		BS. 2.39
SS. No. 3-136		
Cargo battens not fitted		CL 4.38

Society's Freeboard (if assigned) as 4 ft. 0 in. painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE Stated to have been caused

1st. through vessel striking quay wall at Guernsey, on 16th January 1934. 2nd. through vessel striking quay wall at Guernsey on 14th February 1938 and 3rd. through stress of weather from 22nd to 26th January 1939, whilst on a voyage from Haque to Liverpool. For further particulars, see vessels log books also SECOND SPECIAL SURVEY No. 1 and Examination of shell plate (EW. 4.38) see Liverpool Report No. 110627 and S.R. list.

Now DONE:- Vessel placed on slipway, bottom cleaned and examined. P.T.O.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...	1			8				
Removed and Fair'd or Repaired ...	20			3				Centre & Side Keelson Int. plates.
Fair'd or Repaired in place ...	21	64		3				

PRESENT CONDITION OF THE	Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels
Decks	do	State if Tanks now tested	do	Dblng. Plates under Sounding Pipes	do	(State if on Felt.)
Planking of Decks	do	Bulkheads	Good	Engine Room Skylights	do	When put on, Month Year.
Samings	do	Ceiling	do	Coal Bunkers, Open'gs, Lids, &c.	do	Boats
Stems & Fastenings	do	Cement (State which.)	do	Oil Bunkers	None	Masts, Yards, &c.
Outside Plating	do	Rudder	do	Scuppers	Good	Condition, how ascertained
" " in way of sidelights	do	Steering gear and its connections	do	Cargo Hatchways	do	(State if wedges removed)
Casthooks	do	Windlass	do	Hatches	do	Sails
Transoms	do	Have pumps now been examined and found efficient?	Yes	Caulking	ditto	Equipment letter
Transoms	do	Have Sluice Valves now been examined and found efficient?	None	Treenails	ditto	Anchors, No. of
Reverse Frames	do	Have Watertight Doors now been examined and found efficient?	None	Breasthooks & Stems	ditto	Chain Locker
Agitators	do	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms Pointers, & Crutches	ditto	Cables (State if now ranged)
Answerers	Good			Timbers of Frame at openings	ditto	" length 195 ft. mean diamr. 1 1/2 in.
Stems	do			Ditto Ditto at other places	ditto	" Rule length 195 size 1 1/2 in.
Elsons	do			Stringers, Clamps & Shells	ditto	Hawser & Warps
Ringers	do			Watering (State if examined.)	ditto	Standing and Running Rigging
Bottom Plating	do					

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24.

All the requirements of the Society's Rules for Second Special Survey not having been complied with, this vessel is now in good & efficient condition and eligible in my opinion to remain as classed, with fresh record of survey 8.39 & notation of S.S. 1.24. (Subject to No. 1 plate 2nd below shown (p.s.) (EW. 4.38) being specially examined at next dry docking.)

Survey Fee (per Section 20) £ 11 : 5 : 0  
 Special Damage or Repair Fee (if any) £ 12 : 12 : 0  
 Travelling Expenses (if chargeable) £ : 18 : 9  
 Second Surveyor's Fee (if any) £

13 AUG 1939

Received by me, 31/8/39

M. Macleod.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 15 AUG 1939

Character Assigned 100 A1 8.39 } subject  
 Cargo buns not ftd. S.S. No. 1-39

002568-002576-0098 1/4



24

Shell Plating. Starboard side, plates No. from forward.

No. 4.68 4 plates removed. faded & replaced. (3)

Rubbing plate in way of above, removed, found & replaced.

No. 3. 586 plates removed. Laminæ replaced. (3)

No. 586 plates removed, faded & replaced (2)

rubbing plate in way of above, removed. found & replaced.

Twenty frames fained in place (20)

Two brackets removed. fanned & replaced.

Two beam knees faired in place.

Bunkers & W.F. Bulkhead wing plates faired in place.

Steel plates have tested, with satisfactory results.

2<sup>d</sup> Damage. Port-side:- Shell Plating

No. 4 plate renewed. (1)

N. 6 plate removed. Saved & replaced. (1)

No. 4 plate fixed in place.

Rubbing plate in way of above, removed found & replaced.

Nine frames laid in place. (9)

Bunker, W. F. Bullhead wing plates laid in place.

Shoe plates have tested, with satisfactory results.

3rd Damage ∴ Bottom plating forward.

The bottom was set up over a length of about 40 feet, abafte Collision Bulkhead. maximum set up 3".

Two lengths of Bar Keel removed, joined & replaced.

Starboard Side: A. STRAKE. Fairboard: No. 2, 3 & 4 plates removed  
fairied and replaced. (3)

B. STRAKE:- No. 184 plates found in place. (2)

No 253 plates removed, found & replaced. (2)

C. STRAKE:- No 3 & 4 plates found in place. (2)

Port. Side:- A. STRAKE:-

No. 2. 3 & 4 plates removed. Laminæ replaced (3)

B. STRAKE:- No. 15 4 plates laid in place (2)

No. 2 & 3 plates removed. *Fauis neptaus* (2)

C. STRAKE:- No. 38 4 plates found in place (2)

P.T.O.

*Recd.* P.T.O.

7/4



Glasgow

3" BERYL.

3

Internal Damage Repairs:-Fore peak:- Three frames on each side faired in place. (6)Holds:- Sixteen frames on each side faired in place (32)

Eight floor plates renewed. (8)

Three floor plates removed, faired and replaced (3)

Three floor plates faired in place (3)

Side Keelson:- Top angles removed, faired & replaced

(Dead side) 60 Intercoastal plates renewed

Three angle connections of same renewed

Centre Keelson:- Built angles on top of floors, removed, faired & replaced

14 Intercoastal plates renewed.

Steel work has tested after repairs with satisfactory results

SECOND SPECIAL SURVEY No. 1:-

Vessel placed on slipway, the bottom and rudder cleaned, examined, plated in good condition and recoated. Rudder lifted, pintles examined & rudder replaced. The holds, peaks, coal bunkers and machinery spaces cleared. Ceiling removed from top of ordinary floors throughout. Steel work exposed, including plating under sidelights, scaled where necessary, examined and with exception of parts repaired, as stated in Report, found in good condition and re-coated. It was not considered necessary to drill the shell plating. Fore & aft peak tanks tested by water pressure and subsequently examined internally. all broken & loose cement made good. Beiling replaced.

All wood casings of scab, scupper, air & sounding pipes removed. Pipes examined & casings replaced. Decks drilled & gauged. Chain cables ranged and examined. Chain locker and fastenings examined and cables replaced. Anchors, mark, spars & rigging and equipment examined. (Wedges removed & replaced. Report attached) Hatchways, covers, coamings, locks, tarpaulins, wedges, cleats and battens examined in position at the hatchways & found or made good as required. Ventilators, covers, coamings, steering gear & connection rods, chains, blocks, quadrant, tiller opened out & examined. Emergency gear examined. Windlass. Hand pumps, etc. examined and found in good condition. Doubling plates fitted under sounding pipes.

Freeboard Verified.REPAIRS. (Wear and Tear)BUNKERS:- Seven Bulkhead plating & stiffeners part renewed.GALLEY:- Galley bottom plating renewed.DECK:- Four Raised Quarter deck plates doubled.HATCHWAYS:- Fortynia wood hatch covers renewed.



5/5 "BERYL:-"

4

Masts & RIGGING:-

For mast renewed (of skil) as per approved plan.

Mountings & rigging removed from original mast & fitted to new mast.  
Rigging down renewed.

EQUIPMENT:-

15 fathoms of new chain cable supplied, to replace a corresponding length worn below rule limit. Particulars, see back of report.

STEERING GEAR:-

Steering gear chains renewed  $\frac{3}{4}$ " dia. 63 $\frac{1}{2}$  lbs test. (on 1" dia.  $\frac{3}{8}$ " dia.)  
Spares for steering gear: 1 lb chain & 1 spring buffer.

S.R. list:-

The No. 1 shoe plate in 2<sup>nd</sup> strake below sheer, port-side.  
E.W. repair has been specially examined at this time and  
found satisfactory.

W.H.