

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office AUG 16 1939)

Date of writing Report 10 When handed in at Local Office 5. 8. 10 39 Port of GLASGOW

Survey held at IRVINE Date, First Survey 12 JULY Last Survey 29<sup>th</sup> JULY 19 39  
(No. of Visits 2)

874 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. BERYL Year. Month.

Gross 568 Vessel built at TROON By whom AILSA SHIPBUILDING CO LTD When 1924 11  
Net 236 Engines made at TROON By whom AILSA SHIPBUILDING CO LTD When 1924

Boilers, when made (Main) 1924 (Donkey)

Owners WILLIAM ROBERTSON ESQ Owners' Address IRVINE  
(if not already recorded in Appendix to Register Book.)  
Port GLASGOW Voyage COASTING

Managers WILLIAM ROBERTSON ESQ  
If Surveyed Afloat or in Dry Dock IRVINE SLIPWAY Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers  Main Boilers 180 Donkey Boilers

st Report No. Port IRVINE

Particulars of Examination and Repairs (if any) Docking & M.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 why they were declined

A damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey " " " "

What was not done, state for what reasons? B.S. NOT DUE.

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boiler?  To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?  To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?  and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?  and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?  and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed?  If so, state reasons  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used?  Has it a continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Date of examination of Screw Shaft  State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

Is electric light and/or power fitted? YES

Engine parts, when referred to by numbers, should be counted from forward.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YES

If survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE.

NOW DONE Vessel placed on slipway, propeller, stern bush, valve connections and their fastenings examined.

Cylinder slides, pistons, slide valves, crank, thrust and intermediate shafts; pumps and condensers (tested hydraulically) also the valves, cocks, pipes and strainers of the pumping arrangements examined.

All main steam pipes tested by hydraulic pressure to 360 lbs per square inch.

Electrical equipment examined and tested as required by the rules. Minor repairs effected.

General Observations, Opinion, and Recommendation. The machinery of this vessel, as far as now seen, is in good condition and eligible in my opinion to remain as classed with fresh record of M.S. 7, 39.

State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, & M.S. 9, 11, \* L.M.C. 9, 11, or \* L.M.C. 140 lb., F.D., &c.)

CS 9, 34.

Fee (per Section 29) £ 5 : - : - Fees applied for 15 AUG 1939

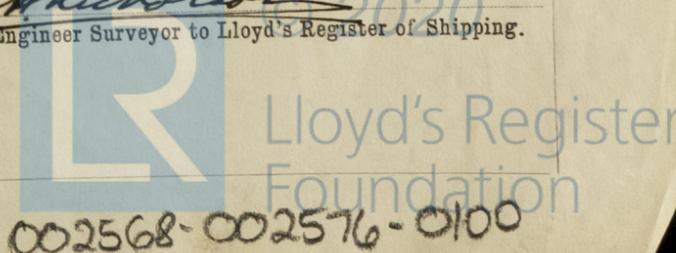
Damage or Repair Fee (if any) £ : : - Received by me, 31/8/39

Printing expenses (if chargeable) £ - : 9 : -

Committee's Minute GLASGOW 15 AUG 1939

Signed M.S. 7.39 CERTIFICATE WRITTEN

*John Nicholson*  
Engineer Surveyor to Lloyd's Register of Shipping.



002568-002576-0100

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to GLASGOW