

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

13 SEP 1939

(Received at London Office)

14 SEP 1939

Date of writing Report 19 When handed in at Local Office 19 Port of **HULL**

No. in Reg. Book. **09916** Survey held at **Hull** Date, First Survey **24. 8. 39** Last Survey **29. 8. 19 39** (No. of Visits **2**)  
on the Machinery of the **Wood, Iron or Steel** **K. KINGSTON BERYL**

Tonnage { Gross **356** Net **315 137** Vessel built at **Beverley** By whom **book, Welton & Gemmell & Co. Ltd.** When **1928 11**  
Engines made at **Hull** By whom **b. D. Holmes & Co. Ltd.** When **1928 11**  
Nominal Horse Power **13796** Boilers, when made (Main) **1928** (Donkey)   
No. of Main Boilers **One** Owners **Kingston Steam Trawling Co.** Owners' Address **Hull**  
No. of Donkey Boilers **nil** Managers **Kingston Steam Trawling Co.** (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers **200lb.** Port **Hull** Voyage   
in Donkey Boilers **nil** If Surveyed Afloat or in Dry Dock **LNER. SLIPWAY ST. ANDREWS DK.** (State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any) **Damage & B.S.**

(Periodical Surveys, when held, must be reported in detail and seriatim 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 briefly summarised at the end of the report. 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 why they were declined **yes, not required**  
Was a damage report made by anyone else? If so, by whom? **Underwriters Surveyors.**

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **yes**  
" " Donkey " " " "

If this was not done, state for what reasons?   
And what parts of the Boilers could not be thus thoroughly examined?

Also 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?   
State latest date of internal examination of each boiler **24-8-39** Present condition of funnel **efficient**

Did the Surveyor examine the Safety Valves of the Main Boiler? **yes** To what pressure were they afterwards adjusted under steam? **200lbs/sq"**  
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? **yes** 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? **yes** and of the Donkey Boilers?

Has 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 shaft now been changed?  If so, state reasons

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?

State 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  
**Engine parts, when referred to by numbers, should be counted from forward.** Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?   
Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the 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 for damage suspected to have been caused by grounding off the Faroes on 18-8-39, no damage found. Propeller, sternbush and outside fastenings examined, all found in good order.

**B.S.** Boiler examined in its entirety, together with safety valves and mountings, all found or placed in good order.

Boiler examined under steam, and the safety valves (main and superheat) adjusted to the above stated pressure.

General Observations, Opinion, and Recommendation:— This vessel, so far as now seen, is in an efficient condition and eligible in my opinion to remain as classed and to have record of B.S. 8/39, subject to the tailshaft cone being examined not later than 6. 40.

(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, B.C.M.S. 9, 11, L.M.C. 9, 11, or CS 3, 34, 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ **2 : 0 : 0** Fees applied for **15 SEP 1939**  
Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
Travelling expenses (if chargeable) £ : :  
Received by me, **John Douglas**, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUE 26 SEP 1939**  
Assigned **B.S. 8/39**  
**As now signed**  
Lloyd's Register Foundation  
W1197-0126

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