

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

(Received at London Office

24 FEB 7

Date of writing Report 9. 2. 37. When handed in at Local Office 9. 2. 37. Port of MIDDLESBROUGH.

No. in Survey held at SOUTH BANK. Date, First Survey Last Survey 19. 1. 1937. (No. of Visits

6067. on the Machinery of the Wood, Iron or Steel K. "KINGSTON BERYL"

Gross 352. Vessel built at Beverley. By whom Cook, Belton & Gemmell When 1928. "

Net 150. Engines made at Hull By whom C. D. Holmes & Co. Ltd. When 1928.

Boilers, when made (Main) 1928. (Donkey) "

Owners Kingston Steam Traming Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book

Managers Port Hull Voyage Fishing

Surveyed Afloat in Dry Dock Smiths D.D. 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 how estimated. Machinery and Boiler Surveys (including date of N.B., if any).

+100 H 1-8.36 +LMC. 12.32
Slin Traming. BS. 1.36.
S.S. Hull No 1.32 T.S. C. 935.

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.

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

as 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?

Donkey " " " "

this was not done, state for what reasons?

and what parts of the Boilers could not be thus thoroughly examined?

So 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 Present condition of funnel

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 Boiler?

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

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? 40

Has 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? 3/32

Has the shaft now fitted been previously used? Has it a continuous liner? Is electric light and/or power fitted? 96.

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 Is electric light and/or power fitted? Complete.

Engine parts, when referred to by numbers, should be counted from forward. If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Now DONE. The propeller, end of stern bush and the fastenings of sea connections examined and found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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.&M.S. 9,11, & L.M.C. 9,11, or *LMC 140 lb., F.D., &c.) is in good working condition and eligible, in my opinion, to remain as classed without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for 10-
Special Damage or Repair Fee (if any) £ : : Received by me, 19-
(per Section 29.)
Travelling expenses (if chargeable) £ : :

Committee's Minute FRI 5 MAR 1937
Assigned + LMC 12.36

CERTIFICATE WRITTEN 7/4/37

P. J. M. A. Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

No 2 completed

submitted that
the vessel is eligible for
the RECORD.

June 12 36

DA
4/3/37



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Foundation