

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Date of writing Report 1 MAY 1943 (Received at London Office 5 MAY 1943)
When handed in at Local Office 1 MAY 1943 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Wellington Quay Date. First Survey and Last Survey 6-4-1943
g. Book. 2330 on the Machinery of the Wood, Iron or Steel SS. "BERRIEDALE" (No. of Visits 1)

Tonnage { Gross 614
Net 270 Vessel built at Louvestoff By whom J. Chambers Ltd Year. Month. 1922. 7
Engines made at Dumdee By whom Yeaman & Beggelen When 1922
Horse Power 92 HP Boilers, when made (Main) 1922 (Donkey) ✓
of Main Boilers 1 Owners G. Couper & Co Ltd
of Donkey Boilers 1 Managers Duncan & Jamieson Ltd Owners' Address Port London
Steam Pressure 4 1/2 If Surveyed Afloat or in Dry Dock Cleland Slip Voyage
in Main Boilers ✓ (State name of Dock.)
in Donkey Boilers ✓

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years expired how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1. 7.42		+L.M.C. MS4-40
SS Shl No 8-7.35		BS 10-42
SS Abu No 1 40		CL 7-42.
Gurga Batters not fitted		

Particulars of Examination and Repairs (if any) Cond.

Periodical Surveys, when held, must be reported in detail and scriptum in the terms of the Rules. State clearly 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 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.

Is 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?

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

When this was not done, state for what reasons

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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s).

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? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has the 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 the 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

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.

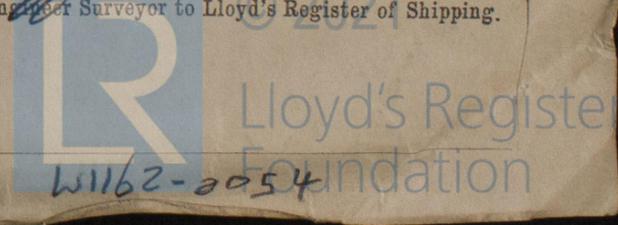
Vessel on Slipway Propeller & sea fastenings examined.
1 Blade of propeller broken. New propeller fitted

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my opinion to remain as classed without fresh report
(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.&H.S. 9,11, L.M.C. 9,11, or OS 2,34, 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ :
Additional Damage or Repair Fee (if any) (per Section 29.) £ :
Printing expenses (if chargeable) £ :
Fees applied for
Received by me,

Committee's Minute FRI. 21 MAY 1943
Signed As above

R. Moffatt
Engineer Surveyor to Lloyd's Register of Shipping.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

REPORT OF SURVEY FOR REPAIRS OF THE ENGINE AND BOILER

1922

Wellington Quay

28. BERRIDALE

Jameson & Co. Ltd
Engineers & Shipbuilders
100, Queen's Quay

Jameson & Co. Ltd
Engineers & Shipbuilders

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112
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1922
Jameson & Co. Ltd
Engineers & Shipbuilders
100, Queen's Quay

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1922
Jameson & Co. Ltd
Engineers & Shipbuilders
100, Queen's Quay

RETAI

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RETAI

The machinery of the

which is slightly in my opinion to remain as it is

It is submitted that
this vessel is suitable for
service as a U.S.S. 100

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