

DISCLOSED
BOX No. 95
(Top)

Rpt. 9.

DISCLOSED
BOX No. 95 Top. No. 14148
10 JUL 1930

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

(Received at London Office)

Date of writing Report 8-7-1930 When handed in at Local Office 8-7-1930 Port of Middlesbrough

No. in Reg. Book. 15615 Survey held at Middlesbrough Date, First Survey 7-7-1930 Last Survey 7-7-1930 (No. of Visits one)

45585 on the Machinery of the Wood, Iron or Steel Twin Sc. "BERRIMA"

Tonnage { Gross 11202 Vessel built at Greenock By whom Caird & Co Ltd When 1913-12
Net 7073 Engines made at do By whom do When 1913

Nominal Horse Power 1200 Boilers, when made (Main) 1913 (Donkey)

No. of Main Boilers 2SB Owners R. O. Stearns & Co Owners' Address Port Greenock Voyage London &c

No. of Donkey Boilers 1 Managers ✓

Steam Pressure in Main Boilers 2154 Surveyed Afloat or in Dry Dock L. NERDOK Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

Last Report No. 95261 Port Lon

Particulars of Examination and Repairs (if any) pt BS

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?

Was 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? P.A. only

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys	Years assigned, not required.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100A1</u>		<u>+LMC 126</u>
<u>7-29-6-30</u>		<u>BS 11-28</u>
<u>SSLON N°3 726</u>		<u>TSP 622 u</u>
		<u>S 7-25 u</u>
		<u>6-30</u>
		<u>+LLOYD'S RMC</u>
		<u>4-29</u>

Do. " Donkey " " "

is was not done, state for what reasons? Other Boilers stated to have been surveyed in London

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? P.A. only To what pressure were they afterwards adjusted under steam? Not adjusted

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? P.A. only, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? P.A. only, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? P.A. only, and of the Donkey Boiler?

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

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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Afloat

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey all boilers to be examined under steam & safety valves adjusted also various mountings (see London 95261)

How done! The Port Aft Boiler & its mountings examined throughout & found in good condition.

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, or * L.M.C. 9, 11, 140 B., F.D., &c.)

as far as now seen is in good & efficient condition & eligible in my opinion to remain as classed with fresh record of B.S. & date as previously recommended, when survey has been completed as above.

Survey Fee (per Section 28).....	£ : :	Fees applied for
Special Damage or Repair Fee (if any) (per Section 28.).....	£ : :	
Traveling expenses (if chargeable).....	£ : :	
		Received by me,
		19

Committee's Minute FRI 18 JUL 1930

Assigned Referred for comp BS

W. Wood
Engineer Surveyor to Lloyd's Register of Shipping.

FRI 3 JUL 1930
Expunge class with
Red line
Write R.

Lloyd's Register Foundation
W1239-0014

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

Dec 11. 29. Advances

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that the vessel B.T. 11. 1. 1. for the vessel. Dec 6. 30 m Completion.

②
14/7/30.

General Committee,
Thursday, 9th July, 1931.

Decision of Classing Committee confirmed
hks.

NOTED FOR POSTING
WP.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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