t. 9.

T.S.S. "Berrima"
Caird Yard No 325

No. 75049.

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

(Received at London Office 6th Oct. 1912)

Date of writing Report 19th Oct 1912. When handed in at Local Office 19th Oct 1912. Port of London.

No. in Reg. Book. Survey held at Barking. Date, First Survey & Last Survey 18th Oct 1912 (No. of Visits One.)

on the Machinery of ~~the Wood, Iron or Steel~~ CAIRD & Co S/S "No 390" Master

Engine No.

Tonnage { Gross / Net

Registered Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— In Main Boilers

In Donkey Boilers

Vessel built at By whom When (YEAR. MONTH.)

Engines made at By whom When

Boilers, when made (Main) (Donkey)

Owners Port Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.)

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).

Last Report No. Port

Particulars of Examination and Repairs (if any)

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?

Do. " Donkey " " "

If 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?

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 Boiler?

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? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

At the works of Messrs Donaldson & Seabrook Fisher St Barking London E. examined and tested two 6" Doust's patent expansion Joints.
The above Joints were tested by hydraulic pressure to 430 lbs per sq in and found sound and tight. These Joints are intended for the above vessel now building on the Clyde.
For identification the Joints marked thus { D+S. LLOYDS No 19 TESTED TO 430 LBS JR 18/10/12
D+S " No 20 " " " JR "

General Observations, Opinion, and Recommendation:—
(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 lb., F.D., &c.)
The above is reported for the information of the Committee.

Survey Fee (per Section 28) £ : :
Special Damage or Repair Fee (if any) £ : :
(per Section 28.)
Travelling Expenses (if chargeable) £

Fees applied for 19
Received by me, 19

J. Robinson.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

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

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

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