

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

(Received at London Office, THURS 21 JULY 1887)

No. **8054**
 No. in Survey held at **Port Glasgow** Date, first Survey **and** Last Survey **18th July 1887**
 Reg. Book. **4.** on the Machinery of the **S.S. F. J. Barry** (Number of Visits **one**)
 Year Month

Tonnage, Gross **867.** Built at **Middlesbro'** When built **1872.8**
 Ditto, Net **545.** Owners **Harris & Dixon** Port belonging to **London**
 Diameter of Cylinders **27" x 50"** Engines made by **J. Brassey & Coy.** When made **1872.**
 Length of Stroke **33"** Boilers made by **1881.** Character in Register Book.
 Pressure of Steam **65 lbs.** Surveyed Afloat in Dry Dock **Harbour** **Classed 100 A 1**
 Registered Horse Power **99.** (State Name of Dock.) **11.86.**
 Last Survey No. **7957** Port **Gls.** **L.M.C. 10.85.**

Particulars of Repairs and Examination
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.)

Short Period Survey.

The crank shaft for which the vessel's name appears in the Short Period List opened up for examination. On examination found besides, several longitudinal cracks in both crank pins, the circumferential cracks (on account of which steel pins have been fitted through both the pins) appear to have extended somewhat from old marks in both the pins particularly so in the forward one but not to such an extent, in my opinion, as to cause any immediate danger. Main bearings found in good order. As this shaft is besides, very old, (it being I understand the original one) I have recommended the owners to have a new shaft prepared. See Copy letter attached.

General Observations, Opinion, and Recommendation:— **I would respectfully recom?**
 (State clearly what alteration, if any, is suggested to be made in the existing notification of the vessel's machinery in the Register Book, consequent upon this survey.)
that the crank shaft be again surveyed by one of the Society's Engineer Surveyors within three months.
The machinery appears as far as can be seen to be in good order and is in my opinion eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 1 : 1 :
 Special Damage Fee (per Section 29) £ : :
 *Certificate (if required) £ : :
 Travelling Expenses (if chargeable) £ : :
 Committee's Minute

received by me, **20/7/87**

John Anderson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

TUESDAY 26 JULY 1887
 Assigned **Remain as classed**

Glasgow.
 Lloyd's Register Foundation

GLS154-0068

No State if a Report is also sent on the Hull of the Ship.

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

Form No. 9 - Transfer Ink - 2000, 19/2/85. * Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

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It is submitted that this vessel is eligible to remain as classed subject to the resurvey of crank shaft in 3 months.

RP

21/7/87



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SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.