

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

47740

No. \_\_\_\_\_ Date of Writing Report Oct 24 1887 Port of Gordon  
 (Received at London Office, 24/10/87)  
 No. in Survey held at Gordon Date, first Survey Oct 12<sup>th</sup> Last Survey Oct 18 1887  
 Rtg. Book. \_\_\_\_\_ (No. of Visit, 3)

on the Machinery of the S. S. F. T. Barry Tons, Net 545 Gross 867

~~X~~ Surveyed ~~Afloat or in Dry Dock~~ Silkhill Vessel built at Middlesbro in 1872 Engines made in 1872  
 (State name of Dock.)  
 No. of Main Boilers Two Made in 1872 Donkey Boiler made in 1872? Working Pressure, Main Boilers 65 lbs.;  
 Working Pressure, Donkey Boiler 35 lbs.; Owners Harris & Wilson Port Gordon

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery L.M.C. 10-85  
 (As in Register Book.)

Particulars of Repairs and Examination Annual Survey & C. Shaft Limit  
 (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.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? Yes

If this was not done, state for what reasons? \_\_\_\_\_

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

Also 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? ✓

Examined Main & Donkey Boilers & found in satisfactory condition. Set safety valves to blow under steam at 65 lbs. & Donkey Safety Valve with lever & weight arrangement adjusted to blow at 35 lbs. & permanently set at that.

Blisters in Part furnace Part Boiler to be watched and a few tubes expanded.

Examined Crank Shaft & found the flaws in both Pins to be extending and ordered a new shaft to be put in hand & fitted within three months of present date as per attached letter.

Sighted ships bottom & found sea cocks satisfactory. Propeller slack on shaft and a new key has been fitted.

General Observations, Opinion, and Recommendation:--  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

This vessel is now in my opinion in good & safe working condition & eligible for classification L.M.C. 10-85 B.S. 10-85 it being understood that a new crank shaft is to be fitted within three months of present date.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 25/10/1887 received by me, 8-11-1887
Survey Fee (per Section 28) .....	£ 2 : 2 : 0	
Special Damage Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute TUESDAY 25 OCT 1887

Assigned \_\_\_\_\_

T. & S. Form No. 9—Transfer Ink—3000, 18/7/87. \* Certificate to be written on or below the space for Committee's Minute. (The Surveyor is requested not to write on or below the space for Committee's Minute.)

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



LON 681-0289

Submitted that this vessel is eligible  
to remain as classed & to have the  
record B.S. 10.87.

The crank shaft should be  
again examined within  
three months, during  
which time a new one  
should be fitted

*W.L.*  
24.10.87

