

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

(Received at London Office, MONDAY 13 FEB 1888)

No. *4* Date of Writing Report *13 2 88* 1888 Port of *London*
 No. in Reg. Book. *4* Survey held at *London* Date, first Survey *1 Dec 87* Last Survey *6 Feby 1888*
 (No. of Visits *4*)
 on the Machinery of the *F. T. Barry* Master *Renant* Tons *100* Net
 If Surveyed Afloat or in Dry Dock *Thames Works* Vessel built at *Middlesbro* in 18*72* Engines made in 18*72* Gross
 (State name of Dock.) *Rivers*
 C.H.P. *65* No. of Main Boilers *2* Made in 18*87* Donkey Boiler made in 18 Working Pressure, Main Boilers *65* lbs.;
 Working Pressure, Donkey Boiler lbs.; Owners *Harris & Drain* Port *London*
 Last Survey No. Port Class of Vessel and Machinery *100 A 10 87*
 (As in Register Book.) *Line 1085, 115 10 87*

Particulars of Repairs and Examination *Limit on Crank Shaft & New Shaft*
 (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?.....

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 a new crank shaft while being machined at the Thames Iron Works & found it good.

The shaft is said to have been placed on board as spare gear. The old crankshaft has recently been surveyed.

General Observations, Opinion, and Recommendation:— *As far as seen*
 (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.)

The machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27).....
 Survey Fee (per Section 28)
 Special Damage, Fee (per Section 28)
 *Certificate (if required) as per margin
 Travelling Expenses (if chargeable)

Fees applied for
 188
 Received by me,
 3/3/ 1888

C. E. Brown
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

*See No 48069 Lou
 x No 8259 Mt*



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LOW682 0435

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

For the Cardiff Surveyor
as the new shaft is to
be fitted at that
Port

MA
16.2.88



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