

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

No. *Jan: 20<sup>th</sup> 1891* Port of *London* (Received at London Office, *FR 23 JAN 91*)  
 No. in *Survey held at London* Date, first Survey *Jan: 19<sup>th</sup>* Last Survey *Jan: 19<sup>th</sup> 1891*  
 Reg. Book *on the Machinery of the s/s "F. J. Barry"* Master *R. Evans* No. of Visits *1*  
 Tonnage Gross *867* Vessel built at *Middlesex* By whom *Backhouse & Dixon* When *1872* YEAR. MONTH. *8*  
 Registered *99* Engines made at *Birkenhead* When *1872* Boilers, when made (Main) *1881* (Donkey)  
 Horse Power *2* Owners *Salisbury S.S. Co. Ltd* Port *London* Voyage *Newcastle*  
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *afloat* Class of Vessel & Machinery *100A.1. 10-90*  
 Steam Pressure *65* (State name of Dock.) *Regents Canal dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *Dec 10-89*  
 Donkey Boiler *50* st Survey No. *14983* Port *London* S.S. Impl: *Nº 2-89* S.S. Hul. No. *3-281*

## Particulars of Examination and Repairs (if any)

(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

Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *Yes*  
 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 boilers internally & externally also domes and safety valves, and found in a satisfactory condition.*

*Examined donkey boiler and safety valve, two firebox stays to be renewed.*

*Recommended one stokehold casing plate to be renewed and waste steam pipe tipper plate to be renewed in order to prevent the water from continually washing on to tops of boilers & domes. The managing owner promises to have these recommendations carried out at the end of present trip.*

*To complete the survey:— The safety valves to be adjusted under steam, two donkey boiler firebox stays to be renewed & repairs to stokehold casing to be effected.*

## General Observations, Opinion, and Recommendation:—

*So far as seen the machinery of this vessel is in a satisfactory condition and is eligible in my opinion to remain as classed and to have B.S. 1-91 recorded in the Register Book subject to the completion of survey.*

Office or Registration Fee (per Sec. 27) £ *20.0* Fees applied for *24 11 1891*  
 Survey Fee (per Section 28) £ *20.0*  
 Special Damage Fee (per Section 28) £  
 \*Certificate (if required) as per margin £  
 Travelling Expenses (if chargeable) £  
 Received by me, *H. P. Cornish*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
 Assigned *Deferred for Completion 18 Apr 1891*  
 T. 2, S. Form No. 9—Transfer Ink—6000, 24, 10, 80  
 (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, will be eligible  
to have B.S.1-91 recorded, when two stops have  
been removed in the fore box of the donkey boiler,  
the stockhold casing repaired; and the  
safety valves of the Main and donkey  
boilers adjusted under steam

W.A.

26-1-91

