

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

(Received at London Office WED. 8 FEB 1893)

Date of writing Report 7th Feb 93 When handed in at Local Office is Port of London

No. in Survey held at London Date, First Survey 1st Feb 93 Last Survey 6th Feb 1893

on the Machinery of the Wood, Iron or Steel S.S. "J. Barry" Master R. Evans

Tonnage Gross 867 Net 545 Vessel built at Middlesboro By whom Backhouse & Dixon When 1892 8

Registered Horse Power 99 Engines made at Birkenhead When 1881 Boilers, when made (Main) 1881 (Donkey) 1881

No. of Main Boilers 1 Owners Valuing S.S. Co. (Lim) Port London Voyage Syne

Steam Pressure in Main Boilers 65 lb If Surveyed Afloat or in Dry Dock On the hard Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

in Donkey Boiler 540 3/4 State name of Dock Union Dock

Last Survey No. 18509 Port London

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed to have expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1</u>		<u>LMC 10.89</u>
<u>1.93</u>		<u>BS 7.92</u>
<u>S.S. Mal N° 3-2-81</u>		
<u>S.S. Mpl N° 2-89</u>		

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and serialim 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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " " No

If this was not done, state for what reasons? Not due for survey

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? No

At what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? Not adjusted

If the Survey is not complete state what arrangements have been made for its completion? Complete

This vessel was placed on the hard. the propeller was found slack on the shaft.

The tail end shaft was drawn inboard, examined, and found corroded at the forward end of the after brass liner. but of no serious consequence at present. Recommended this shaft to be again examined within twelve (12) months time.

The spare propeller was satisfactorily fitted.

Stem bush and sea connection fastenings found in good order

General Observations, Opinion, and Recommendation: The machinery as far as

(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: thus, for example, B.S. 9,92, B.&M.S. 9,92 or L.M.C. 9,92, as the case may be.)

seen is in safe working condition, and in my opinion the vessel is eligible to remain as classed, subject to the tail end shaft being again examined within twelve (12) months time.

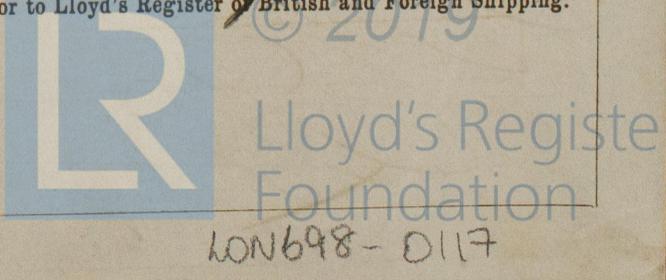
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	18

Robt. Balfour
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute FRI 10 FEB 1893

Assigned As now
Note limit



It is submitted that
this vessel is eligible to
remain AS CLASSED.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

Subject to the keelstaff
being again examined
within a period of 12
months.

The Propeller has
been renewed

C.S.L.

9.2.93



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Foundation