

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

(Received at London Office)

Date of writing Report *Oct 16 1894* When handed in at Local Office *18* Port of *London*

No. in Reg. Book *6* Survey held at *London* Date, First Survey *T* Last Survey *Oct 11 1894*

on the Machinery of the *Wood*, Iron *Steel* *S.S.F.F. Barry* Master *P. Evans*

Tonnage Gross *839* Net *495* Vessel built at *Middlesboro* By whom *Backhouse & Dixon* When *1870*

Registered Horse Power *99* Engines made at *Birkenhead* When *1872* Boilers, when made (Main) *81* (Donkey)

No. of Main Boilers *Two* Owners *Salomon S & Co Ltd* Port *London* Voyage

No. of Donkey Boilers *1* Steam Pressure in Main Boilers *65 lb* If Surveyed Afloat or in Dry Dock *Afloat* (State name of Dock.)

in Donkey Boilers *55 lb*

Last Survey No. *1* Port *London*

Particulars of Examination and Repairs (if any)

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

Particulars of Classification (which must be inserted <u>precisely</u> as in Register Book & Supplements).		
CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A 1 6 93 30 5 1/2 1/2 5 6 93		LMC 6, 93

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

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

Not done
Survey Completed
8, 94

Examined Propeller & found 2 blades broken at the tips.
Tail end shaft drawn on & examined & found in good condition.
A new propeller will be fitted when made. but the present one is quite good for present use

General Observations, Opinion, and Recommendation: *This vessel's machinery, so far as seen, is in safe working condition & eligible in my opinion to remain as classed.*

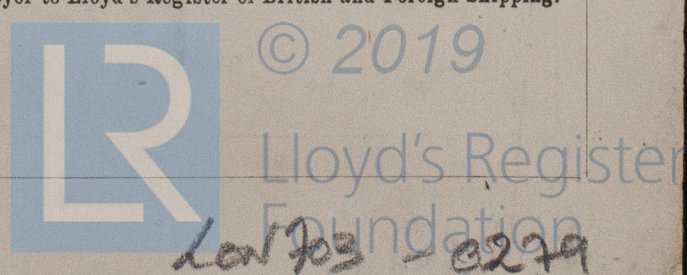
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me, 18

A. Ruck Keene
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute *FRIDAY 19 OCT 1894*

Assigned *as now*
subject to



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

16-LRPH-Form No. 9-Transfer Ink-5,000, 4 1/2, 194.
*Certificate to be sent to
(The Surveyors are 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.

It is submitted that
this vessel is eligible to
remain AS CLASSED Subject
to the new propeller being
examined when fitted

N.A
18-10-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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