

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

(Received at London Office MON 29 NOV 1897)

Date of writing Report 25 Nov 97 When handed in at Local Office 18 is Port of London

No. in Reg. Book 7 Survey held at London Date, First Survey 18 Oct Last Survey 25 Nov 1897
 (No. of Visits 25)

on the Machinery of the Wood, Iron or Steel S/S "F. J. Barry" Master ✓

Tonnage { Gross 839 Net 495 Vessel built at Middlesbrough By whom Backhouse & Dixon When 1872-8
 Registered Horse Power 99 Engines made at Birkenhead When 1872 Boilers, when made (Main) 581 (Donkey) ✓
 No. of Main Boilers 2 Owners J Logan & Sons Port London Voyage Coasting
 No. of Donkey Boilers None
 Steam Pressure in Main Boilers 65 lb ✓ If Surveyed Afloat or in Dry Dock Fountain Head Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 100 A1-1.96 Port Port
 Particulars of Examination and Repairs (if any) Special Survey
 (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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
 Do. " Donkey " " " No donkey boiler
 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? Flow 65 lbs
 Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted? ✓
 Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? ✓
 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? ✓
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Examined all cylinders, pistons, valves & covers, crank, sunnel, & thrust shafting, condenser, Air, circulating, Feed, & Bilge pumps, Tank filling valves & all fastenings of sea connections, Donkey Engine & water tight door.
Now done - A new Black ring with ramsbottom spring fitted to LP piston. AP piston faced up & new rings & springs fitted to same. AP piston rod trued up, bottom gland to same cracked has been renewed also neck ring. A metal patch fitted to bottom of AP cylinder where cracked. LP valve spindle trued up, gland rebushed, neck ring renewed & guide bracket to same rebushed. New D.K. end to AP forehead eccentric rod fitted. The crank shaft was found to be badly fractured, circumferentially, in both pins, a new built double throw crank shaft fitted, Certificate appended. Two Main Bearing Bolts badly corroded in screw, renewed one new bottom half bush No 2 main bearing & one new top half.

General Observations, Obinion, and Recommendation: - The machinery of this vessel, so far as seen, is now in a safe working condition & eligible, in my opinion, to have L.M.C 11.97 Recorded in the Register of the Society. The vessel's name to be removed from limit list for Boiler Tubes & Special reasons list for Donkey Boiler, now removed. (See London Report No 59209)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 30/11 97
 Survey Fee (per Section 28) £ 3 10 0 Received by me Thomas R Blackie
 Special Damage Fee (per Section 28) £ : : 11/2/98
 Travelling Expenses (if chargeable) £ 3 3 0
 *State if Certificate is required

Committee's Minute FRI. 3 DEC 1897 FRI. 4 MAR 1893
 Assigned L.M.C 11.97
 Note how limit



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

*Certificate to be sent to

Continued s/s F. J. Barry.

No 1 Main Bearing renewed. Both pump crossheads badly worn at ends, have been cut & had new ends welded to same. Pins in pump levers for links, badly worn, have been renewed. 2 Brasses for lever links renewed. Feed pump ramis badly worn & thin have been renewed & all ramis & rods to other pumps tried up, glands rebushed & creek rings renewed. Feed pump valves renewed & seats tried up. One new valve fitted to bilge pump chest.

Ramsbottom rings in balance piston of HP valve renewed. 3 coupling bolts & one bottom end bolt renewed. Donkey Engine thoroughly overhauled & part renewed. New plugs fitted in scum, whistle, & ash cocks & all cocks, valves, & boiler mountings overhauled. Main steam pipe tested by hydraulic pressure to 100 lbs & tight.

Examined both Main Boilers externally and internally - now done - All plain tubes removed & renewed. Bottom back of port C Chamber, port boiler, cropped & renewed & 4 screw stays to same renewed. Side of P Furnace port boiler, & port furnace starboard boiler, laminated, cut & efficient patches fitted. Back end plate of S boiler, badly corroded, efficient patch fitted over same. Bottom of port boiler at drain plug, badly corroded patch rivetted over same. All seams overhauled & defective rivets renewed. Fore & aft chocks at fore end of Boilers renewed. Both Boilers tested by hydraulic pressure to 100 lbs & found tight. Safety valves satisfactory.

Examined both Boilers under steam and adjusted safety valves to working pressure. The defective Donkey Boiler has been removed from vessel & the owners do not intend replacing same.

Mark on New Crank Shaft

J. A. Blackie
Eng Surveyor

Lloyd's
No 384
W.S
30.10.97

It is submitted that this vessel is eligible for THE RECORD

L.H.B. 1197 and

to have her name entered in the Lloyd's list.

20/11/97

Crank shaft renewed & considerable repairs made to engines due to wear & tear

All plain tubes in Main Boiler renewed & considerable other repairs made due to wear & tear Donkey Boiler taken ashore.

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