

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

(Received at London Office MON 29 NOV 1897)

Date of writing Report 25 Nov 18 97 When handed in at Local Office 18 Port of London
 No. in Reg. Book. 7 Survey held at London Date, First Survey 18 Oct Last Survey 25 Nov 18 97
 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) 1881 (Donkey) ✓
 No. of Main Boilers 2 Owners J. Logan & Sons Port London Voyage Coasting
 No. of Donkey Boilers None If Surveyed Afloat or in Dry Dock Fountain Head
 Steam Pressure in Main Boilers 65 lb in Donkey Boilers ✓

Last Survey No. PortParticulars 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? YesDo. " Donkey " " " " " No Donkey BoilerIf 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 lbDid 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? NoIf 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, Tunnel, & 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. HP piston faced up & new rings & springs fitted to same. HP piston rod trued up, bottom gland to same cracked has been renewed also neck ring. A metal patch fitted to bottom of HP cylinder where cracked. LP valve spindle trued up, gland rebushed, neck ring renewed & guide bracket to same rebushed. New D.R. end to HP framehead 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, Opinion, 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 Reason list for Donkey Boiler, now removed. (See London Report No 59209)

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 Reason list for Donkey Boiler, now removed. (See London Report No 59209)

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 3 : 10 : 0
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ 3 : 3 : 0

Fees applied for

30/11/97

18

P.C.H.

Received by me

11/2/98

18

Thomas R. Blackie
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*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



Lloyd's Register
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LON 714-0127

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 pins badly worn & thin have been renewed & all pins & rods to other pumps trued up, glands rebushed & creek rings renewed. Feed pump valves renewed & seats trued up. One new valve fitted to Ridge 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

d. H. B. 1197 and

to have her name removed from
the Lloyd's list.

20/11/97

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

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

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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