

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

(Received at London Office

TUES. 6 DEC 1898

Date of writing Report *Dec 5th 1898* When handed in at Local Office *18* is *Port of London*

No. in Reg. Book *89* Survey held at *London* Date First Survey *Nov. 14th* Last Survey *Dec 2nd 1898*

on the Machinery of the *Wood, Iron or Steel* *S.S. "Barnshire"* Master *Stewart*

Tonnage { Gross *3526* Net *3603* Vessel built at *Newc.* By whom *Hawthorn Leslie & Co.* When *1894* YEAR. MONTH. *11*

Registered Horse Power *380* Engines made at *Do.* When *1894* Boilers, when made (Main) *1894* (Donkey) *1894*

No. of Main Boilers *2* Owners *Downall, Martin & Co.* Port *Glasgow* Voyage *Queensland*

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *James W. A. & Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Steam Pressure—*160 lb* in Main Boilers
160 lb in Donkey Boilers

Last Survey No. *Part S.S. No. 1.* Port *Part S.S. No. 1.*

Particulars of Examination and Repairs (if any) *Part S.S. No. 1.* *100 A.I. 4-98* *L.M.C. 11.94.*

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

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?

To 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 under steam?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitæ 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?

return is about 5 months time. To complete the survey the crank shaft journals, thrust shaft, donkey boiler & its safety valves to be examined & the latter to be adjusted under steam.

Examined Main Boilers internally & externally and safety valves, also cylinders, pistons, valves, pumps & condenser, crank pins, funnel & propeller shafts, propeller, stem bush, sea stidge connections and fastenings.

Repairs. All plain tubes renewed in Main Boilers, & forty screwed stays renewed in combustion chamber backplates, new propeller brass plate, stem bush rewooded & forward feed pump chamber renewed.

Main Boilers tested after repairs by hydraulic pressure to 320 lbs & safety valves afterwards adjusted under steam.

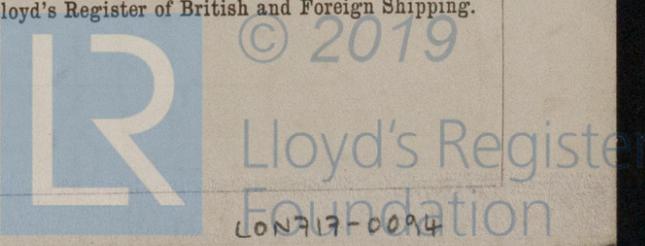
General Observations, Opinion, and Recommendation: *This vessel's machinery is now as far as seen in good condition & in my opinion the vessel will be eligible for the record L.M.C. 12.98 when the survey has been completed.*

Office or Registration Fee (per Sec. 27)	£		Fees applied for
Survey Fee (per Section 28)	£	5:10:0	7/12 98
Special Damage Fee (per Section 28)	£	11:0	
Travelling Expenses (if chargeable)	£	4:19:0	

W. Salma
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required
Committee's Minute
Assigned *Deferred*

FRI. 9 DEC 1898 TUES. 21 NOV 1899



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

L.S. N^o 1 to be completed on return

Moderate repairs to Main Boilers

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.

It is submitted that this vessel WILL BE eligible for the record. ∴ L.M.C. 12.98 when Crank shaft, Thrust shaft, Donkey Boiler and its Safety valves have been examined and the latter adjusted under steam.

A.C.H.
7.12.98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

