

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

47401

No. *618* Survey held at *on the Machinery of the S. S. Grappler*
 Reg. Book. *Met India Dock* Date, first Survey *8 June* Last Survey *30 June 1887*
 (No. of Visits *4*) Tons, Net *498* Gross *868*
 If Surveyed Afloat or in Dry Dock *Sunderland* Vessel built at *in 1880* Engines made in *1880*
 (State name of Dock.)
 No. of Main Boilers *Made in 1880* Donkey Boiler made in *1880* Working Pressure, Main Boilers *70 lbs.*
 Working Pressure, Donkey Boiler *lbs.*; Owners *Met India & Panam Tel Co* Port *London*
 Last Survey No. *Port* Class of Vessel and Machinery *As in Register Book.* *1st A 1.887*
2nd C. 9.8

Particulars of Repairs and Examination *Annual Boiler Survey*
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

Examined sea-cocks & connections & found them good.

Examined the main boiler & found it good.

Examined safety valves & found them good & set them to blow off at 70 lb. The donkey boiler safety valves were also in good working order.

Previous to the setting of the valves the water had accidentally been blown out of the main boiler & the furnace sides had consequently bulged. These defects have been put right again.

The donkey boiler could not be examined internally but showed no signs of leakage or weakness when examined while steam was up.

The vessel had to proceed to sea without delay for the purpose of repairing some cables.

General Observations, Opinion, and Recommendation:-- *As far as seen the machinery of this vessel appears to be in a safe working condition & eligible in my own opinion to remain as classed & to have the Notification B.S. 6.87 recorded in the Register Book provided the donkey boiler be again surveyed on the vessel's return from her present voyage.*

(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.)

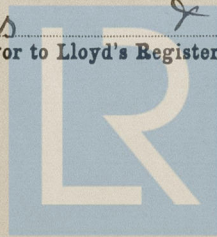
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	2	188
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	5	:	
Travelling Expenses (if chargeable)	£	:	:	

received by me, *28.7.1887*

D. J. Jones
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *Friday, 8th July, 1887*

Assigned *Notes*



Lloyd's Register Foundation

LON 680-0358

State if a Report is also sent on the Hull of the Ship

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

Submitted that the vessel is eligible
to have L.A.C. 6-87, but the
owner should be informed
that it is granted on
condition that the
Duty Board is
examined on the
vessel's return
from her
present
voyage.
M
5-7-87



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