

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

47401

No. 618 Port of London (Received at London Office, Date of Writing Report 1887)
 No. in Survey held at Reg. Book. 618 Date, first Survey 8 June Last Survey 30 June 1887
 on the Machinery of the S. S. Grappler (No. of Visit: 4) Tons, Net 498 Gross 868
 If Surveyed Afloat or in Dry Dock West India Dock Vessel built at Sunderland in 1880 Engines made in 1880
 No. of Main Boilers 2 Made in 1880 Donkey Boiler made in 1880 Working Pressure, Main Boilers 70 lbs.
 Working Pressure, Donkey Boiler 70 lbs.; Owners West India & Panama Tel Co Port London
 Last Survey No. 618 Port London Class of Vessel and Machinery 1st A 1.887
L.M.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 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 29)	5		
Certificate (if required) as per margin			
Travelling Expenses (if chargeable)			

Committee's Minute Friday, 8th July, 1887
 Assigned Notes
 received by me, D. J. Jones Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 Lloyd's Register Foundation

T. C. Form No. 9—Transfer Ink—3000, 19/9/87. * Certificate to be sent to the Surveyor's office 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.

LON 680-0358

Submitted that this vessel is eligible
to have ~~to~~ ^{to} ~~the~~ ^{the} ~~6-87~~ 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

