

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

No. *48936* Date of Writing Report *August* 188*8* Port of *London* (Received at London Office, SAT 1 SEPT 1888)
 No. in Reg. Book. *544* Survey held at *London* Date, first Survey *August 23* Last Survey *August* 188*8*
 on the Machinery of the *S.S. Grace* Master *J. Brown* No. of Visits *1*
 Tonnage { Gross *1394* Net *894* Vessel built at *Harthpool* By whom *E. Witty & Co* When *1879* Boilers, when made (Main) *(Donkey)* ?
 Registered Horse Power *160* Engines made at *Stockton* When *1879* Owners *S. Clarke & Co* Port *London* Voyage *Coast*
 No. of Main Boilers *2* Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *110 A.1.8.87*
 in Donkey Boiler *53 lbs* (State name of Dock.) (As in Register Book.)

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any)

(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?

This ship being in Carter's dock examined sea cocks, sea connections & propeller fastenings & found them in a satisfactory condition propeller shaft down 7 1/2" in the bush.

Examined main boilers & steam domes also port safety valve & found them satisfactory.

Starboard: Safety Valve found in good condition.

Examined: Which boiler " " " " "

Safety Valves " " " " " Holed with a dead weight to 55 lbs.

A new half of built crank shaft (after end) has now been fitted marked LLOYD'S-526-J.T.S.

Main safety valves adjusted under steam to 80 lbs per sq inch Satisfactorily

General Observations, Opinion, and Recommendation:— *Eligible in our opinion to remain classed & to have the notification B.S. 8.88 recorded in the Register Book*
 (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	39 1888
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	6/9 1888

Wm. L. Gray
Geo. E. Wiggins
Maurice Gibson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 4 SEPT 1888*

Assigned *22 9 88*



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LON683-0591

It is submitted that this
vessel is eligible to
have the notification
BS. 888 recorded

DP

3/9/88

