

49823A

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

(Received at London Office,

No. *545* Date of Writing Report *13 Aug 1889* Port of *London*  
 No. in Reg. Book *545* Survey held at *London* Date, first Survey *13 Aug* Last Survey *23 Aug 1889*  
 on the Machinery of the *S.S. Gracie* Master *J. W. G. & Co* No. of Visits *4*  
 Tonnage Gross *1348* Net *863* Vessel built at *Hortlepool* By whom *J. W. G. & Co* When *1879* YEAR. MONTH. *9*  
 Registered Horse Power *180* Engines made at *Stockton* When *1879* Boilers, when made (Main) *1879* (Donkey) *1879*  
 No. of Main Boilers *2* Owners *S. Clarke & Co* Port *London* Voyage *NOT A*  
 Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Regent's Dock* Class of Vessel & Machinery *NOT A*  
 in Donkey Boiler *1* (State name of Dock.) (As in Register Book, including date of last Boiler Survey) *10.88*

Last Survey No. *102-89* Port *London* Date *13 Aug 1889*

Particulars of Examination and Repairs (if any) *Annual Boiler Survey and New Tailshaft & Propeller*  
 (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 and found them good.  
 A new propeller, tailshaft and lignum vitae have been fitted. Examined these & found them good.  
 Examined 2 main boilers 2 domes and safety valves and found them good.  
 Examined donkey boiler and its safety valve & found them good.  
 The safety valves were found to be in good working order under steam.*

General Observations, Opinion, and Recommendation: *As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to have the notification B.S. 9.89 recorded in the Register Books.*  
 (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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

|  |          |                          |
|--|----------|--------------------------|
| Office or Registration Fee (per Sec. 27).....  | £ : :    | Fees applied for         |
| Survey Fee (per Section 28) .....              | £ 2 10 : | 29 8 1889                |
| Special Damage Fee (per Section 28) .....      | £ : :    | } aff                    |
| *Certificate (if required) as per margin ..... | £ : :    |                          |
| Travelling Expenses (if chargeable) .....      | £ : :    | Received by me, 4 9 1889 |

*J. G. Brown*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
 Assigned  
 30 AUGUST 1889  
*B.S. 9.89*



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 9. (The Surveyors are required to write on or below the space for Committee's Minute.)

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

It is submitted that this  
vessel is eligible to  
have B.S. 8-89  
recorded—  
W.A.  
29.8.89

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