

49823A

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

(Received at London Office,

No. *545* Date of Writing Report *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. H. & Co* No. of Visits *4*
Tonnage Gross *1348* Net *863* Vessel built at *Hortlepool* By whom *J. W. H. & Co* When *1879*
Registered *180* Engines made at *Blackburn* When *1879* Boilers, when made (Main) *1879* (Donkey) *1879*
Horse Power *2* Owners *S. Clarke & Co* Port *London* Voyage *Regent's Dock*
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 *7* (State name of Dock.)
Last Survey No. *1088* Port *London* (As in Register Book, including date of last Boiler Survey)

Particulars of Examination and Repairs (if any) *Annual Boiler Survey and*
(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 *New Tailshaft & Propeller*
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*
(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.)
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 Book.

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)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	4. 9 1889

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

Committee's Minute
Assigned
22 8 89

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

D.A.
29.8.89.

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