

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

50269

No. _____ Date of Writing Report *Jan 27th 1890* Port of *London* (Received at London Office, TUES 28 JAN 1890)
 No. in Reg. Book. *560* Survey held at *London* Date, first Survey *Jan 10th 1890* Last Survey *Jan 12th 1890*
 on the Machinery of the *S.S. Granton* Master *Taylor* No. of Visits *2*
 Tonnage { Gross *931* Vessel built at *Sunder* By whom *Gourlay Bros* When *1866 10*
 { Net *601* Engines made at *"* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*
 Registered Horse Power *120* Owners *Gen. Steam Nav Coy* Port *London* Voyage _____
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Battle Bridge Lane* (State name of Dock.)
 Steam Pressure in Main Boilers *45* Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 in Donkey Boiler _____

Last Survey No. *47997* Port *London* *100A1-2.87*
+LMC-986

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?

Examined main & donkey boilers, & safety valves & found them satisfactory

General Observations, Opinion, and Recommendation:— *As far as run this vessel's machinery is in good condition, & she is eligible in my opinion to remain as classed & to have B.S. 1.90 recorded when main & donkey boiler safety-valves have been set*
 (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	} <i>all</i>
Survey Fee (per Section 28).....	£ <i>20</i> :	<i>15 2. 1889</i>	
Special Damage Fee (per Section 28).....	£ : :		
*Certificate (if required) as per margin.....	£ : :		
Travelling Expenses (if chargeable).....	£ : :	Received by me, <i>17 2. 18 90</i>	

Thomas Wilson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 14 FEB 1890* *TUES 21 OCT 1890*

Assigned *Deferred*

State if a fir. prt is also now sent on the ship or if not whether, and when, one will be sent.

Certificate to be sent to T. & S. Form No. 9 - Transfer Ink - 0000, 91279 (The Surveyors are 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.



Jan 27. 1890

Lon 688 - 0299

It is submitted that this vessel will
be eligible to have B.S. 1-90
recorded when the safety valves
of the main and donkey
boilers have been
adjusted under
steam.

W.A.
13-2-90

