

572/0

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

No. *394* Date of Writing Report *Feb 7th 1890* Port of *London*
Survey held at *London* Date, first Survey *Sept 26th* Last Survey *Oct 6th 1890*
Reg. Book. *394* on the Machinery of the *s.s. "Gracie"* Master *J. Brown* No. of Visits *4*
Tonnage { Gross *1348* Net *863* Vessel built at *Hartlepool* By whom *E. Wither* When *1879* Boilers, when made (Main) *1879* (Donkey) *1879*
Registered Horse Power *180* Engines made at *Stockton* Owners *S. Clarke & Co.* Port *London* Voyage *Coast*
No. of Main Boilers *2* Steam Pressure in Main Boilers *80* in Donkey Boiler *55* If Surveyed Afloat or in Dry Dock *dry dock* (State name of Dock.) *Carters* Class of Vessel & Machinery *+ 100 A.L.F. & 9*
1st Survey No. *55* Port *S.S. Low No 2-87* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 8-87 B.S. 8-89*

Particulars of Examination and Repairs (if any) *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

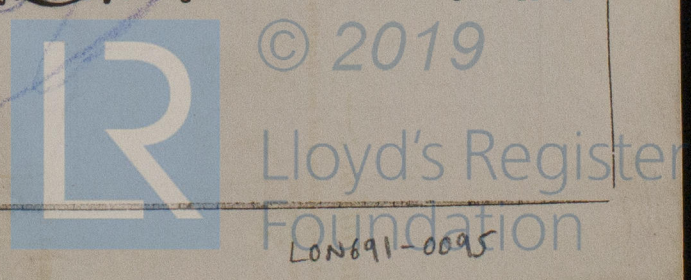
Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
If this was not done, state for what reasons?
And what parts of the Boilers could not be thus thoroughly examined?
Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

Sea connections & propeller fastenings in good order -
all valves & cocks on ship's side found in -
Examined main boilers - Twelve new nuts & washers fitted in back of
combustion chamber of Starboard boiler. Six new nuts & washers fitted
in back of centre combustion chamber of Port boiler -
a patch in centre furnace of Starboard boiler partly re-riveted &
caulked.
Safety valves examined & adjusted under steam to 80 lbs per sq. inch
Tubes taken out of condenser & cleaned, Tunnel bearings lined up.
Donkey boiler examined, a patch on fire tube re-riveted.
Deadweight safety valves loaded to 55 lbs per sq. inch.

General Observations, Opinion, and Recommendation :—
(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.)
As far as seen the machinery of this vessel is in good
condition eligible in my opinion to remain as classed
and in addition to have B.S. 10. 90 recorded in the Register
Book.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 0 : 0	<i>13 10 1890</i>
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>17/10 1890</i>

Committee's Minute
Assigned
B.S. 10/90
TUES 14 OCT 1890
K.P. Cornish
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



It is submitted that this
vessel is eligible to
have B.S. 10 20
recorded.

N.A.
13-10-20