

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

(Received at London Office.)

No. _____ Date of Writing Report _____ 18 _____ Port of London

No. in Reg. Book. 420 Survey held at London Date, first Survey Oct-30th Last Survey Nov 26th 1890

on the Machinery of the S.S. "Grapple" Master Farrer No. of Visits 6

Tonnage } Gross 868 Vessel built at Sundland By whom J. Lamb When 1880 1
 Net 498

Registered Horse Power } 100 Engines made at Newcastle When 1880 Boilers, when made (Main) 1880 (Donkey) 1880

No. of Main Boilers One Owners M. T. & Panama Tel Co Ltd Port London Voyage _____

Steam Pressure in Main Boilers 70 If Surveyed Afloat or in Dry Dock Turner's Dry Dock Class of Vessel & Machinery +100A1.5.88 LMC.6.88

in Donkey Boiler 59 (State name of Dock.) _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. 2 Port London 1888

Particulars of Examination and Repairs (if any) Annual Boiler survey & general repairs

(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? Yes

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? _____

Main & donkey boilers & their respective safety valves examined
two or three new rivets put in comb chamber heads

Main safety valves blow at 70 lbs per sq inch
Donkey " " Calculated to " " 59 " " " " " dead wt^d
also lower wt^d

All pumps overhauled, buckets & valves tried up & new glands & neck bushes fitted, tail shaft drawn & examined & stern bush lined up, thrust shaft tried up in the locker, & thrust collars relined. General overhaul of engines

Examined crank shaft, a longitudinal flaw found in forward crank pin, this flaw it is stated has not extended for two years, the depth at the worst part is about an 1/4 inch, altogether this flaw is inconsiderable.

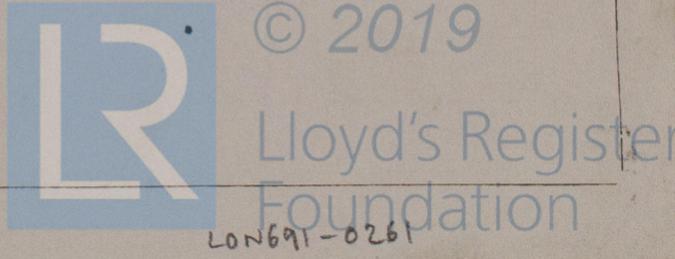
General Observations, Opinion, and Recommendation:— as far as seen this vessel's machinery is in good condition, & she is eligible in my opinion to remain as classed, & to have BS. 11. 90 recorded in the Reg. book

(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: 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)	£ 1 : 10	} 25/11 1890 received by me, 18/11 1890
Special Damage Fee (per Section 29)	£ : :	
*Certificate (if required) as per margin	£ " : 6	
Travelling Expenses (if chargeable).....	£ : :	

Maurice Wilson M.P. (London)
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute 28 NOV 1890
 Assigned BS 11/90



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

T. & S. Form No. 2.—Transfer Ink—5500, 5/12/89. * Certificate to be sent to 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

It is submitted that this vessel is eligible to have B.S. 11-90 recorded

N.A.
27-11-90

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