51329

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

(Received at London Office, 15 NOV 1890)

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. "Grappler" Master Harris No. of Visits 6

Tonnage { Gross 868 / Net 498 } Vessel built at Sunderland By whom J. Laing When 1880 (Year) 1 (Month)

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

No. of Main Boilers One Owners W.T. & Panama Tel Co Lmd Port London Voyage

Steam Pressure— in Main Boilers 70 in Donkey Boiler 59

If Surveyed Afloat or in Dry Dock (State name of Dock.) Turner's Dry Dock

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100 A1 5.88 LMC 6.88

Last Survey No. 2 Port London 1888

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

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

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 backs

Main safety valves blew at 70 lbs per sq inch
Donkey " " Calculated to " " 59 " " " " dead wt
also lever wt

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 lathe & thrust collars skimed. 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 ½ 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 our 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 25/11/1890
Survey Fee (per Section 28)	£ 1 : 10 :	
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ 1 : 2 : 6	received by me, 16/12 1890
Travelling Expenses (if chargeable)	£ : :	

Maurice Pelson & H. Cornish
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 28 NOV 1890

Assigned B S 11/90

Machinery Certificate to Sailing

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

T. & S. Form No. 9—Transfer Ink—6600, 9/12/89. * Certificate to be sent to

LON691-0261

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

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

W.A.

27-11-90

SUR^Y