

52083

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

(Received at London Office)

WED. 8 JUL 1891

No. *401* Date of Writing Report *July 7th 1891* Port of *London*
 Survey held at *London* Date, first Survey *June 25th* Last Survey *July 4th 1891*
 on the Machinery of the *"A.D. Gracie"* Master *Brown* No. of Visits *3*
 Tonnage Gross *1348* Net *863* Vessel built at *Hartlepool* By whom *E. Northy & Co* When *1879* 9
 Registered Horse Power *180* Engines made at *Stouton* When *1879* Boilers, when made (Main) *1879* (Donkey)
 No. of Main Boilers *2* Owners *A. Clark & Co* Port *London* Voyage
 Steam Pressure in Main Boilers *80 lbs* of Surveyed Afloat or in Dry Dock *Cactus & Co* Class of Vessel & Machinery
 in Donkey Boiler *50 "* (State name of Dock.)
 Last Survey No. *57210* Port *Lon*

+100 A.10.90
 LMC.8.87
 BS.10.90
 A.D. Lon No 2-87

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 Main Boiler separately and make a thorough examination at this time?

Yes
Yes

Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

Yes

At what pressure were they afterwards adjusted under steam?

80 lbs per sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Yes

To what pressure were they afterwards adjusted?

50 lbs dead wt

*Examined main & donkey boilers & their safety valves
 sea connections & propeller fastenings also run, all
 satis factory.*

*Repairs large patch in centre furnace of port
 boiler renewed, caulking done to shell.
 Crankshaft lined up*

*Main safety valves adjusted as above. Donkey valves
 dead wtⁿ calculated to blow at 50 lbs per sq in*

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 this vessel's machinery is in good
 condition, & she is eligible in my opinion to
 remain as classed & to have B.S. 4.91 recorded in the
 reg^r book*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *20* : :
 Special Damage Fee (per Section 23) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

13/7/91

Received by me,

15.7.91

Maurice Peterson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute

TUES. 14 JUL 1891

Assigned

BS 7/91



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Lloyd's Register

Foundation

Low 1873 - 035

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

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

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 for the record

B.S. 7. 91.

C.E.S.

13. 7. 91.

