

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

52083

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 *S.S. "Gracie"* Master *Brown* No. of Visits *3*
 Tonnage Gross *1348* Net *863* Vessel built at *Hartlepool* By whom *E. Northy & Co* When *1879*
 Registered Horse Power *180* Engines made at *Stockton* When *1879* Boilers, when made (Main) *1879* (Donkey) *✓*
 No. of Main Boilers *2* Owners *P. Clark & Co* Port *London* Voyage
 Steam Pressure in Main Boilers *80 lbs* if Surveyed Afloat or in Dry Dock *Cactus & Son* Class of Vessel & Machinery
 in Donkey Boiler *50 "* (State name of Dock.)
 Last Survey No. *57210* Port *Lon*

WED. 8 JUL 1891

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*
 Do. " Donkey " " " *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?
 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 inch*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes*
 To what pressure were they afterwards adjusted? *50 lbs dead wt*

+100 A. 1. 10. 90
 LMC. 8. 87
 BS. 10. 90
 S.S. Lon No 2-87

*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*

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. 1891

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

*State if Certificate is required
 Committee's Minute
 Assigned *BS 7/91*

TUES. 14 JUL 1891

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

The Surveyors are requested not to do so.

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

It is submitted that this vessel
is eligible for the record

B.S. 7. 91.

C.E.S.

13. 7. 91.



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