

52652

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

TUES. 26 JAN 1892

(Received at London Office)

No. *428* Date of Writing Report *24th Jan 1892* Port of *London*

No. in Reg. Book *428* Survey held at *London* Date first Survey *6th Jan 1892* Last Survey *22nd Jan 1892*

on the Machinery of the *S/S "Grappler"* Master *Farrier* No. of Visits *3*

Tonnage Gross *868* Net *498* Vessel built at *Sunderland* By whom *J. Laing* When *1880*

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

No. of Main Boilers *2* Owners *M. Ind. & Panama Telegraph Co^y* Port *London* Voyage *West India*

Steam Pressure in Main Boilers *70th* If Surveyed Afloat or in Dry Dock *Both* Class of Vessel & Machinery *1-100A1.11.90*

in Donkey Boiler *45th* (State name of Dock.) *Turners St. & Launceston* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 6.88 B.S. 11.90*

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *Annual B.S.*

(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? *70th*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*

To what pressure were they afterwards adjusted? *45th (stead tight)*

Examined propeller & sea connection fastenings
Examined main & donkey boilers & their safety valves
int^l & ext^l, all satis.
Tested main boiler under steam & adjusted Safety Valves to lift
at 70th - donkey boiler safety valve lifts at 45th

Verbal notice was given to the Superintendent that the N^o 3 Special Survey is now due he intends carrying this out on the vessels return from the present voyage

General Observations, Opinion, and Recommendation:—

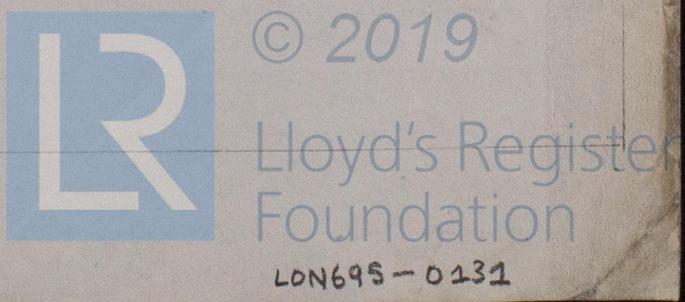
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,91, B.&M.S. 1,91, or ~~X~~L.M.C. 1,91, as the case may be.)

So far as seen the machinery of this vessel is in good working order & eligible in my opinion to remain as classed and have B.S. 1.92 recorded in the register book

Office or Registration Fee (per Sec. 27)	£	:		Fees applied for <i>20/11 1892</i>
Survey Fee (per Section 28)	£	1	10	
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
*State if Certificate is required				Received by me, <i>Robt Balfour</i> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 29 JAN 1892*

Assigned *B.S. 1.92*



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

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

16.-L. R. P. H.-Form No. 9.-Transfer Ink-5,000, 18/8/91
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 *Certificate to be sent to

BS, 1.92

J.M.

26/1/92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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