

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

Date of writing Report Oct. 17<sup>th</sup> 1892 When handed in at Local Office 18 Port of London  
No. in Reg. Book 402 Survey held at London Date, First Survey Sept. 20<sup>th</sup> Last Survey Oct. 13<sup>th</sup> 1892  
on the Machinery of the Wood, Iron or Steel S.S. "GRACIE" Master J. Brown  
Tonnage { Gross 1348 Vessel built at Northfleet By whom E. Withy & Co. When 1879-9  
Net 863 Engines made at Stratford When 1879 Boilers, when made (Main) 1879 (Donkey)  
Registered Horse Power 180 Owners Inf. S. Clarke & Co. Port London Voyage  
No. of Main Boilers Two If Surveyed Afloat or in Dry Dock Both Reports by  
Steam Pressure in Main Boilers 80 lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boiler 60 lbs.

Last Survey No. 100 A1 Port London  
Particulars of Examination and Repairs (if any) Special Survey  
(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? Yes  
And what parts of the Boilers could not be thus thoroughly examined? Yes  
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? Yes  
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? (Dead wt. valves) 60 lbs. per sq. in.  
If the Survey is not complete state what arrangements have been made for its completion?

Examined cylinders, pistons, slides, air, circulating, feed and bilge pumps and valves, all found in good condition. Condensers opened out and cleaned; tubes overhauled and their efficiency subsequently tested by water pressure. Crank, thrust and tunnel shafting examined & found in good order. Main and Donkey Boilers examined both internally & externally, also their safety valves; all found satisfactory with the exception of 7 stays in the back of combustion chamber and several rivets in bottom of same, all of which were cut out and renewed. The Main and Donkey Boilers were subsequently examined under steam, the safety valves of the main Boilers being adjusted to blow off at 80 lbs. per sq. in. Vessel placed in dry dock; fastenings of sea connection, also propellers, examined & found good. Sail shaft drawn in and stern bush entirely re-lined with lignum vitae strips.

General Observations, Opinion, and Recommendation: The Machinery being now in good and safe working condition we are of opinion that this vessel is eligible to remain as classed and to have the notation: - L.M.C. 10-92 recorded in the Register Book.

Office or Registration Fee (per Sec. 27) £ 10 : 0 : 0 Fees applied for 19/10/1892  
Survey Fee (per Section 28) £ 44 : 10 : 0  
Special Damage Fee (per Section 28) £ 0 : 0 : 0  
Travelling Expenses (if chargeable) £ 0 : 0 : 0 Received by me, Geo. E. Wiermison  
State if Certificate is required Yes 21/10/1892  
Committee's Minute FRI 21 OCT 1892  
Assigned L.M.C. 10, 92  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

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

\*Certificate to be sent to

18-1892M-Form No. 8-Transfer Int.-6,000, 7/9/92.  
(The Surveyor is 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.



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.

L m c 10.92

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