

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

THURS. 17 NOV 1892.

(Received at London Office)

Date of writing Report *Nov. 15th 1892* When handed in at Local Office *18* Port of *London*

No. in Reg. Book. *462* Survey held at *London* Date, First Survey *Nov. 11th* Last Survey *1892* (No. of Visits *one*)

462 on the Machinery of the *Wood, Iron or Steel* "*GRACIE*" S.S. Master *J. Brown* YEAR. MONTH.

Tonnage { Gross *1348* Net *863* Vessel built at *Southampton* By whom *E. Withy & Co.* When *1879. 9*

Registered { Horse Power *180* Engines made at *Stockton* When *1879* Boilers, when made (Main) *1879* (Donkey) *-*

No. of Main Boilers *-* Owners *Mr S. Clarke & Co.* Port *London* Voyage *-*

Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Dry Dock* (State name of Dock.) *Carters*

in Donkey Boiler *-*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A1</i>		<i>T.M.C.</i>
<i>10.92</i>		<i>10.92</i>
<i>S.S. Lm. W. 3-10.92</i>		

Last Survey No. *-* Port *-*

Particulars of Examination and Repairs (if any) *Condition*

(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?

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Not opened out.

*Vessel placed in Dry Dock. Examined patternings of
Screw connections and found same in good order.
The Propeller which was found slack on the
Laid shaft was backed out for examination; the longitudinal
key on shaft renewed; the Propeller re-fitted and a through-
pin fitted to the outer nut, the whole being efficiently secured.*

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. 0,02, B.&M.S. 0,02 or ~~X~~L.M.C. 0,02, as the case may be.)

*This vessel is not as far as
can be seen, eligible, in my opinion, to remain as classed*

	Fees applied for
Office or Registration Fee (per Sec. 27).....	18
Survey Fee (per Section 28).....	
Special Damage Fee (per Section 28).....	
Travelling Expenses (if chargeable).....	

Henry Wilkinson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute *TUES. 22 NOV 1892*

Assigned *As not*

It is submitted that
this vessel is eligible to
remain ~~23~~ CLASSED.

On acct of tear & wear—
The propeller was refind on the
shaft

na

18-11-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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