

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

(Received at London Office)

SAT. 4 FEB 1893

Date of writing Report 4.2.93 18 When handed in at Local Office 18 Port of London
 No. in Reg. Book. 402 Survey held at London Date, First Survey Jan. 31 Last Survey Feb. 3 1893
 on the Machinery of the Wood, Iron or Steel S. S. "Gracie" Master
 Tonnage { Gross 1348 Vessel built at Appl. By whom E. Withy & Co When 1879 - 9
 Net 863 Engines made at St. Helens When 1879 Boilers, when made (Main) 1879 (Donkey)
 Registered Horse Power 180 Owners S. Clarke & Co Port London Voyage
 No. of Main Boilers 2 X Surveyed Afloat or in Dry Dock Regents
 Steam Pressure in Main Boilers 80 lbs. (State name of Dock.)
 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 Surveyed expired.	Machinery and Boiler Surveys (including date of N.B., if any).
- 100 A 1		L.M.C. 10.92
11.92		
S.S. Lon. No. 3-10.92		

Last Survey No. Port Particulars of Examination and Repairs (if any) condition

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

Vessel placed in dry dock, sea combs: exd: & found in good condn.
 Propeller & tail shft. removed & new propeller & tail shft. now fitted
 (this tail shft. is the original spare one & not been used.) new neck
 bush & gland retouched & stem bush renewed.

Owners request

General Observations, Opinion, and Recommendation:— As far as seen this vessel

(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. 9,92, B.&M.S. 9,92 or XL.M.C. 9,92, as the case may be.)

appears eligible to remain as classed

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ 2.2 : :
 Travelling Expenses (if chargeable) £ : :
 *State if Certificate is required

Fees applied for

9/2/1893

Received by me,

11/2/1893

Geo. E. Withy
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRI 10 FEB 1893

Assigned As now

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Lloyd's Register
Foundation

LON 698-0110

State if a Report is also now
 or if not whether, and when, it
 will be sent.

*Certificate to be sent to
 the Ship

16-LRP-Form No. 9—Transfer Ink—500, 7/9/92.
 (The Surveyors are 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.

It is submitted that
this vessel is eligible to
remain AS CLASSED.

The propeller and tailshaft
were renewed at Owners
expense.

C. J. J.

8.2.93

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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