

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

(Received at London Office) **TUES. 29 AUG 1893**

Date of writing Report 29.8.93 When handed in at Local Office 18 Port of London

No. in Reg. Book 415 Survey held at London Date, First Survey July 26 Last Survey Aug. 24 1893  
(No. of Visits 5)

415 on the Machinery of the Wood, Iron or Steel S.S. "Gracie" Master                     

Tonnage { Gross 1348 13/2 Vessel built at Appl. By whom L. Withy & Co When 1879-9  
Net 811 8

Registered Horse Power 180 Engines made at Stm When 1879 Boilers, when made (Main) 1879 (Donkey)

No. of Main Boilers 2 Owners S. Clarke & Co Port London Voyage                     

Steam Pressure in Main Boilers 80lbs  Surveyed Afloat  in Dry Dock Regents.  
(State name of Dock.)

in Donkey Boiler 60

Last Survey No.                      Port                     

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

(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? 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? 80lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted? 60lbs

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

*Vessel placed in dry dock, sea combrs. examd. & found in good condn.*

*Propeller & its fastenings: sound & the tail shp: a good fit in Stm bush*

*Main boilers examd: internally: & externally: found to be in good condn: with the exception of the bottom plate of combustn: chas: common to the two centre furnaces & the flat plate between the furnaces, these have been cut out & new plates fitted in both boilers, the boilers were afterwards tested with hyd. press: satisfctly: to 120 lbs. Safety valves found in good condn: & tested under stm: to W.P. of 80lbs*

*Wench boiler examd: found in good condn: Safety valves in good & loaded with deadweights to 60lbs*

General Observations, Opinion, and Recommendation:— The boilers being now in good & safe workg. Condn: renders the vessel eligible in my opinion to remain as classed than the entry: B.S. 8.93 recoded.

(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 L.M.C. 0,02, as the case may be.)

Office or Registration Fee (per Sec. 27) £ 2:0:0 Fees applied for 29/8/93

Survey Fee (per Section 28) £ 4

Special Damage Fee (per Section 28) £ :

Travelling Expenses (if chargeable) £ :

Received by me, 31/8/93

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

\*State if Certificate is required                     

Committee's Minute FR 1 SEP 1893

Assigned B.S. 8.93



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

14-LAPR—Form No. 9—Transfer Ink. 10/10/92. (The Surveyors are requested not to write on outside the space for Committee's Minute.)

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

It is submitted that  
this vessel is eligible for  
THE RECORD BS 8 '93

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.

On account of wear &  
tear moderate repairs  
have been done to  
the comb chambers of  
the main boiler—

J. A.  
29/8/93—



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.