

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28/8/93 When handed in at Local Office 28/8/93 Port of London

No. in Reg. Book 415 Survey held at London Date, First Survey 26-7-83 Last Survey 25/8/1893

on the Wood, Iron or Steel S/S Gracie Master Brown

TONNAGE:- Built at Hartlepool By whom E. Wilby & Coy When 1879-9

GROSS 1248 3/2 Owners S. Clarke & Coy Port belonging to London

UNDER DEK. 167 1/2 Owners' Address Agents D/R

NET 863 8/11 Not already recorded in Register Book

Surveyed Afloat or in Dry Dock? By D/R Name of Dock Agents D/R Destined Voyage Down

WB=DBa 83 tons; f 87 tons; u&B tons; CellDB tons; FPT tons; APT tons; MT tons.

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

Last Survey, No. 54075 Port Lon +100A.1. Well deck 2/93 INC 10/92

(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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs

in consequence of a collision with the S/S Ada of London in the north fleet Rope of the River Thames while on a voyage down River on 22nd July 1893.

This steamer was placed in dry dock, the bottom examined cleaned & coated. The stem plates removed on port side, the stem faired and replaced, nos. 1 & 2 in J or lower course fore parting renewed also nos. 1 & 2 in J or sheer stroke. Nos. 1 & 2 in H stroke, No. 1 in G. Nos. 1 & 2 in F. No. 1 in E. No. 1 in D. Nos. 1 & 2 in C. No. 1 in B. No. 1 in A. No. 1 in A on starboard side removed repaired & replaced.

SUMMARY OF DAMAGE REPAIRS: — 15 Skull Plates, Faired or Repaired; 15 Skull Frames, ditto; 7 Plates, Renewed; 7 Frames, ditto. Other Repairs several beam renewed

PRESENT CONDITION OF THE		TRANSOMS, POINTERS, & CRUTCHES		COPPER, OR Y.M.		HATCHES	
Decks <u>Good</u>		Timbers of Frame at the openings <u>Good</u>		(State if on Felt.)		Boats <u>Good</u>	
Waterways <u>4</u>		ditto at other places <u>4</u>		When put on, Month <u>Year</u>		Masts, Yards, &c. <u>Good</u>	
Coaming <u>4</u>		Keelsons <u>4</u>		Rudder <u>Good</u>		Condition, how ascertained <u>Good</u>	
Up'r Deck Beams & Fastenings <u>4</u>		Chains, Shifting Stringers <u>4</u>		Windlass & Capstan <u>4</u>		Sails <u>4</u>	
Low'r Deck Beams & Fastenings <u>4</u>		Stairs <u>4</u>		Pumps <u>4</u>		Equipment letter <u>3 B 70 15 2 K</u>	
Plating <u>4</u>		Ceiling <u>4</u>		Engine Room Skylights <u>4</u>		Anchors, No. of <u>20</u>	
Planks <u>4</u>		Cement or Plaster <u>4</u>		Coal Bunker, Open'gs, Lids, &c. <u>4</u>		Cables (State if now ranged) <u>no</u>	
Treatment of Rivets <u>4</u>		Tanks <u>4</u>		Scuppers <u>4</u>		longer size <u>made complete</u>	
Breasthooks <u>4</u>		Caulking of Bot'm, D'k, & Wat'r'ys <u>4</u>		Cargo & Main H'tch'ys <u>4</u>		Rules length <u>made complete</u>	
						Hawsers & Warps <u>Good</u>	
						Standing & Running Rigging <u>4</u>	

### General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of Survey Lon 8/93

Office Fee (if chargeable) per Scale II, Sec. 27 ..... £

Survey Fee (per Section 28) ..... £ 10 10

Special Damage or Repair Fee (if any) (per Sec. 28.) ..... £

Travelling Expenses (if chargeable) ..... £

Second Surveyor's Fee (if any) ..... £

\*Is Certificate now required?

Fees applied for, 28/8/1893

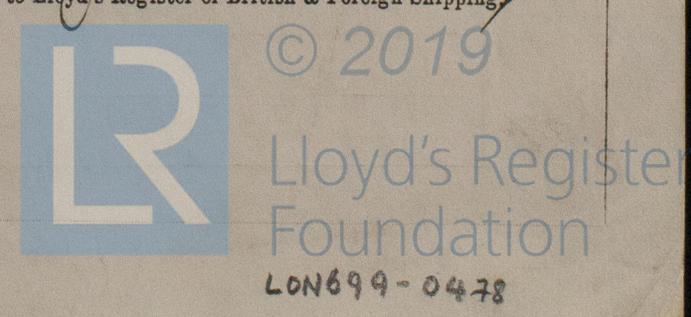
Received by me, Edward Jno Tierney

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FR 1 SEP 1893

Character assigned 100A well dk D/R 93

B.S. 8.93



54675 Ton

Six frames & reverse frames renewed on  
port side & one on Starboard side,  
one main deck stinger plate <sup>angle</sup> & breasthook  
plate renewed on port side, also m/bull  
beams and one angle iron beam. 2 stanchions  
removed repaired & replaced. &c.  
Two lower deck stinger plates <sup>angle</sup> renewed on the  
Starboard side & one on port, also one angle  
iron & one bull beam renewed. &c.  
One Hoop <sup>breasthook</sup> stinger plate renewed and angle  
on Starboard also 3 angle iron beams  
stanchions removed repaired &  
replaced. Four floor plates renewed.  
Port Hand pipe refitted & 50 ft of 4" x 6" y.p. deck renewed.  
Edward J. Tierney

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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