

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

No. 57207

FRI. DEC 20 1895

Date of writing Report 18 Dec 95 When handed in at Local Office 18 Port of London
 No. in Reg. Book 432 Survey held at London Date, First Survey 25 Nov Last Survey 17 Dec 1895
 on the Machinery of the Wood, Iron or Steel S. S. Gracie Master J. Brown
 Tonnage Gross 1312 Net 811 Vessel built at Hartlepool By whom J. W. & Co When 1879 - 9
 Registered Horse Power 213 Engines made at St. K. & Co When 1879 Boilers, when made (Main) 1879 (Donkey) 1879
 No. of Main Boilers 2 Owners S. Clarke & Co Port London Voyage Lyne
 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 80 lbs in Donkey Boilers 80 lbs
 Surveyed Afloat or in Dry Dock Glengall Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port
 Particulars of Examination and Repairs (if any) Damage + 100 H. 9.95 Im C 10.92 BS. 9.95
 (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? No
 Do. " Donkey " " " No
 If this was not done, state for what reasons? Not Open for Survey
 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? No
 At what pressure were they afterwards adjusted under steam? ✓
 Did the Surveyor examine the Safety Valves of Donkey Boiler? No
 To what pressure were they afterwards adjusted? ✓
 Has the propeller shaft been drawn and examined at this time? Yes
 If the Survey is not complete state what arrangements have been made for its completion? ✓

Damage stated to have been sustained through Propeller striking a buoy in the Thames on two occasions the Engines being brought up standing.

Vessel placed in dry Dock. Sea Connections & fastenings to same examined & found satisfactory. Propeller found broken at tip of 2 blades & also flanged at foot of one blade (about 12" from boss) has been renewed. The stem bush has been relined. Forward bush or liner on propeller shaft found slack in the centre for about 10" inches round, both liners have been renewed. The crank pin (after) was found badly shattered, several circumferential flaws being found, a new built Crank shaft has been fitted, certificate for same attached. Top half of After pin bushes found broken, has been renewed. Top half of Thrust Patent Metal Ring

General Observations, Opinion, and Recommendation: The Engines & Boilers of this
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 1,94, B.M.S. 1,94 or L.M.C. 1,94, 140 lb., F.D., &c.)
Vessel are now, so far as seen, in a safe working condition & eligible in our opinion to remain as classed & to have record of Im C when the remainder of the Survey has been completed.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 20/12/95
 Survey Fee (per Section 28) £ : : R. Elliott
 Special Damage Fee (per Section 28) £ 2.2.0 Thomas Blackie
 Travelling Expenses (if chargeable) £ 1.15.0 Received by me, 27/12/95
 State if Certificate is required As now.
 Committee's Minute TUES. DEC 24 1895
 Assigned note

57207. Jan.

found broken has been renewed, 6 Coupling bolts renewed. Shafting all lined throughout Tunnel & Thrust shafts examined. Cover's (Glands & valves) lifted & pistons examined also valves. Wear & Tear - 3 Main Bearing Bushes renewed

The Owners have requested that the examination of Crank, Thrust, Tunnel & propeller shafting, also sea connections be reckoned part of Special Survey.

The remainder of Special Survey will be completed when due.

L.A. Blackie