

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

(Received at London Office)

MUN 2 MAY 1898

Date of writing Report 29 April 98 When handed in at Local Office 18 Port of London  
 No. in Reg. Book. 82 Survey held at London Date, First Survey 18 April Last Survey 27 April 1898  
 on the Machinery of the Wood, Iron or Steel S. S. "Granda" Master W. S. White  
 Tonnage { Gross 704 Net 1075 Vessel built at Aberdeen By whom W. Russell & Co When 1888 - 6  
 Registered Horse Power 202 Engines made at Aberdeen When 1888 Boilers, when made (Main) 1888 (Donkey) 1888  
 No. of Main Boilers 2 Owners J. L. Rennie & Co Port Aberdeen Voyage Natal  
 No. of Donkey Boilers 1 Surveyed Afloat in Dry Dock London & Union Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure 160 lbs in Main Boilers 80 lbs in Donkey Boilers 80 lbs

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? 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 spare propeller shaft fitted, state whether new? Spare fitted (new)

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Stem Bush relined

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Vessel placed in dry dock. Examined propeller, stem bush (rewooded), and all fastenings & found them satisfactory. Examined propeller shaft & found the after liner of which was in 2 lengths, stepped) slack at centre, on cutting off liner the shaft was found to be badly corroded under same - the spare shaft, a new one was fitted.

General Observations, Opinion, and Recommendation:—The Machinery 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. 9, 97, B.S.H.S. 9, 97 or S.L.M.C. 9, 97, 140 lb., F.D., &c.)

Vessel, so far as seen, is now in a safe working condition & eligible, in my opinion, to remain as classed.

Office or Registration Fee (per Sec. 27)..... £ : : Fees applied for  
 Survey Fee (per Section 28)..... £ : : 18  
 Special Damage Fee (per Section 28)..... £ : :  
 Travelling Expenses (if chargeable)..... £ : :  
 Received by me, 18

State if Certificate is required

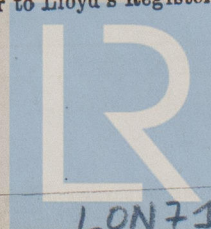
Committee's Minute

Assigned

TUES. 3 MAY 1898

as now

Thomas Blackie  
 Engineer-Surveyor to Lloyd's Register of British and Foreign Shipping.



Lloyd's Register  
 Foundation

LON715-0247

Has a Survey also been held on Ship? Yes  
 If so, is the Report sent now, or when will it be sent?

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

\*Certificate to be sent



Screw shaft examined after liner  
found slack & shaft corroded  
under same, shaft now renewed.

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.

2/5/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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