

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

(Received at London Office)

Date of writing Report 16 May 98 When handed in at Local Office 18 Port of London

No. in Reg. Book 455 Survey held at London Date, First Survey 22 April Last Survey 12 May 1898

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

Tonnage { Gross 13 1/2 Net 8 1/2 Vessel built at Hartlepool By whom S. Withy & Co When 1879 Boilers, when made (Main) 1879 (Donkey) 1894

Registered Horse Power 213 Engines made at Stockton Owners S. Clarke & Co Port London Voyage Coasting

No. of Main Boilers 2 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 80 lbs in Donkey Boilers 80 lbs If Surveyed Afloat or in Dry Dock Regent

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

Last Survey No. Port Particulars of Examination and Repairs (if any) Condition & B.S.

(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? 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? How 82 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted? How 60 lbs (sufficient)

Has the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? New Stern Bush fitted

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 and all sea connections fastenings & found them satisfactory. The Stern Bush was found slack in Tube & badly fractured, the Tube also being scored & cut, the Stern Tube has been re-bored & a new Stern Bush fitted. The propeller shaft drawn & examined, the forward liner was found very badly worn & scored, both liners have been cut off & two new liners fitted, a new Key fitted in shaft & shaft re-fitted in propeller, the Stern Sland rebushed & neck ring renewed. The couplings of after length of Tunnel shafting have been faced in lathe & all shafting relined. Spindles to Main Red cheek valve chests renewed. The bottom of Hotwell found corroded, efficient patches have been fitted to same. The HP valve spindle has been trued in lathe, gland rebushed & neck ring renewed, the HP Valve & face have been trued up.

Examined Main Boilers externally & internally and P.T.O. General Observations, Opinion, and Recommendation: The Machinery of this vessel, so

(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.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

As seen, is now in a safe working condition & eligible, in my opinion, to have B.S. 5.98 Recorded in The Register of the Society.

Office or Registration Fee (per Sec. 27)	£	20	0	0
Survey Fee (per Section 28)	£	4	0	0
Special Damage Fee (per Section 28)	£	1	16	0
Travelling Expenses (if chargeable)	£			

Fees applied for

19/5 98/90

18

Received by me,

18

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

State if Certificate is required

Committee's Minute

Assigned

FRI. 20 MAY 1898

B.S. 5.98

LON715-0318

Lloyd's Register
Foundation

Has a Survey also been held on Ship?
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 to

59875 Lon

S. S. "Gracie"

Continued

found them in fair condition. A patch on S centre furnace of port boiler has been renewed. Several screw stay nuts to C Chamber back's renewed. The bottom of Centre Comb Chamber of port boiler has been cut & an efficient patch fitted. Several rivets in all Centre C Chambers & furnaces renewed & seams overhauled. One Manhole door found slack in hole, a ring has been shrunk on same. Safety valves examined & satisfactory.

Examined Donkey Boiler externally & internally & found it in fair condition. Two bottom doors renewed. Safety Valves examined and satisfactory.

Examined Main & Donkey Boilers under steam & adjusted Safety valves to working pressures.

J. B. Blake

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Low shaft examined, stem bolt renewed also lining, done small repairs effected to machinery & acc of wear & tear

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 for THE RECORD. 13/5/98

19/5/98



© 2019 Lloyd's Register Foundation