

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

(Received at London Office)

MAY 7 1899

Date of writing Report 27 April 1899 When handed in at Local Office is Port of London

No. in Reg. Book 486 467 Survey held at London Date, First Survey March Last Survey 21 April 1899

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

Tonnage Gross 1312 Net 811 Vessel built at Hull By whom J. 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 lb. in Donkey Boilers 80 lb. 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) Damage & B.S. 4.100 A1-5.98

(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 To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? " " "

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? Stem Bush rewooded

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? All safety valves to be adjusted under steam, same to be done in a week or ten days.

Damage by Collision & Sinking in the Thames

Vessel placed in Dry Dock. Examined propeller & all sea connections & fastenings & found satisfactory. Outside guard plate & blow down renewed. Stern Bush rewooded. Examined propeller shaft drawn & found it satisfactory. Examined All Cylinders, Pistons, bores, Valves & Faces, Crank Tunnel & Thrust Shafting, Condenser & Pumps. Condenser Tubes drawn & cleaned, tubes replaced and reperfused & Condenser tested. Crank Shaft lifted and relined. Couplings of two after Tunnel shafts faced in lathe. HP & LP Top End Bushes broken, renewed. Examined Main Boilers externally & internally found them in fair condition. In Star Boiler the back flange of 3 centim Furnace was found fractured at

General Observations, Opinion, and Recommendation: The machinery of this vessel,

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

so far as seen, is now in a safe working condition and eligible, in my opinion, to have B.S. 4.99 Recorded in the Register of the Society, when the Main & Donkey Boiler safety valves have been adjusted to working pressures.

Office or Registration Fee (per Sec. 27) £ _____

Survey Fee per Section 28 £ 2.0.0

Special Damage Fee (per Section 28) £ 4.0

Travelling Expenses (if applicable) £ 1.16.0

State if Certificate is required Yes

Fees applied for 3/5 18 99

Received by me, 6/5 18 99

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

Committee's Minute as now

Assigned note

FRI. 5 MAY 1899

FRI. 7 JUL 1899

FRI. 11 SEP 1903

FRI. 15 AUG 1899

FRI. 25 MAR 1904

FRI. 21 AUG 1903

FRI. 24 DEC 1903

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

LON 718-0158

60975. Lari.

Continued $\frac{2}{3}$ Gracie
upper fillet, the defective part has been cut out & an efficient patch fitted.
The back plate of Centre Comb Chamber in S boiler, about Centre, was found cracked in two places, the defective part has been cut out & an efficient patch fitted & eight (8) stays of same renewed. In Port-Boiler the Starboard Centre Furnace, was found to be started & leaky, also broken away & corroded at holes, this Furnace has been removed & a new Furnace fitted. All seams touched up. All mountings overhauled.

Examined Main Boilers under hydraulic test to 120 lbs per sq inch & found them tight.

Examined Donkey Boiler externally & internally & found it in fair condition. The uptake at water level found corroded & thin, has been cut & an efficient patch fitted. All stays & crowns badly corroded, now renewed.

One mudhole at back, corroded. A permanent covering plate has been riveted over this hole.

Examined all safety valves, main & donkey, & found them satisfactory.

Long Blackie
By Surveyor

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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.

Damage by Collision & sinking
Screw shaft examined.
Engines cleaned and overhauled.
Main and donkey boilers

examined and modified
Repairs now done, wear
and tear.

It is submitted that this
essel WILL BE eligible for
the record, B.S. 4-99

when the main &
donkey boiler
Safety valves have
been adjusted
under steam

A.C.H.
1.5.99



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