

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

(Received at London Office)

MAY 3 1899

Date of writing Report 27 April 1899 When handed in at Local Office 18

Port of London

No. in Reg. Book. Survey held at London

Date, First Survey 1 March Last Survey 21 April 1899

486 on the Machinery of the Wood, Iron or Steel S. S. "Gracie"

Master J. Brown

Tonnage Gross 1312 Net 811

Vessel built at Newcastle

By whom J. W. &amp; Co.

When 1879 - 7

Registered Horse Power 213

Engines made at Stockton

When 1879 Boilers, when made (Main) 1879 (Donkey) 1894

No. of Main Boilers 2

Owners S. Clarke &amp; Co.

Port London

Voyage Coasting

No. of Donkey Boilers 1

Surveyed in Dry Dock Regent

Steam Pressure in Main Boilers 80 lb

in Donkey Boilers 80 lb

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage &amp; B.S. 4.100 A1-5.98

(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

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?

Yes

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

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

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 renewed. 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 refurrowed & 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 Centie 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.&M.S. 9.97 or L.M.C. 9.97, 140 lb., F.D., &c.)

as 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) £ 2 0 0  
 Survey Fee per Section 28 £ 2 0 0  
 Special Damage Fee (per Section 28) £ 1 16 0  
 Travelling Expenses (if chargeable) £ 6 0 0  
 State if Certificate is required 2 14 0

Fees applied for 3/5 18 99  
 Received by me, 7/14/8/99  
 6/5 18 99

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

Committee's Minute

Assigned

FRI. 5 MAY 1899

FRI. 7 JUL 1899

FRI. 15 AUG 1899

FRI. 25 MAR 1904

FRI. 21 AUG 1908

THUR. 24 DEC 1903

R.H. Nur. 3/7/99

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

Certificate to be sent to

LON 718-0158

Lloyd's Register Foundation



60975. Lari.

Continued S/S 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 & 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.

L. H. Blackie  
 By Surveyor

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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 vessel WILL BE eligible for the record, B.S. 4.99 when the main & donkey boiler safety valves have been adjusted under steam.

H.B.H.  
 2.5.99



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