

25 APR. 1901

London. No. 63/86

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

(Received at London Office)

Date of writing Report *April 8th* 19 *01* When handed in at Local Office 19 *01* Port of *St Thomas Sw. I*

No. in Reg. Book *555 539* Survey held at *St Thomas April 6th* Date, First Survey *Grappier* Last Survey 19 *1900*

on the Machinery of the Wood, Iron or Steel *ss* Master *2*

Tonnage { Gross *868* Net *498* Vessel built at *Sunderland* By whom *Jas Laidy Sunderland* When *1880* Boilers, when made (Main) *1893* (Donkey) *1880*

Registered { Horse Power *123* Engines made at *W & L Hawthorn* Owners *W. J. & P. Telegraph Co Ltd* Port *London* Voyage

No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat* (State name of Dock.)

No. of Donkey Boilers *1* Steam Pressure in Main Boilers *90* in Donkey Boilers *40*

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

Last Survey No. *62650* Port *Lon*

Particulars of Examination and Repairs (if any)

(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?

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?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? *40 lbs*

Has the propeller shaft been drawn and examined at this time?

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?

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

April 6th 1901

I have this day thoroughly examined the inside & outside of the Donkey Boilers of the W. J. & P. Co Ship Grappier & found everything in a very good condition

April 9th Having steam in the above Boilers to day

I have examined the Boilers under steam & tested the Safety Valves to 40 lbs & finding everything satisfactory I have no hesitation in giving the Certificate that the Boilers is good for another 12 months

J. J. J. J. J.
Sup. by
R. M. Co
St Thomas

General Observations, Opinion, and Recommendation:—

(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.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	10
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me,
				<i>£10</i>

State if Certificate is required

Committee's Minute

Assigned

FRI. MAY 3 1901

TUES. NOV 12 1901

TUES. 24 DEC 1901

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

LON735A-0070

No. 2 due 3-01
Not all 2-01 accomplished in about
6 months
Donkey boiler examined
Found in good condition

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 to cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain as O.T. 1888 D. &
will be eligible for BS 4-01
when the main boiler & the
safety valves have been examined
& the latter OK.
Admitted 30-4-01
C. W. S. J. J. J.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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