

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

No. 3156.

Date of writing Report 29/5/13 When handed in at Local Office 29/5/13 (Received at London Office MON. JUN. 16 1913)
 No. in Reg. Book Survey held at Calcutta Date, First Survey 19/5/13 Last Survey 28/5/1913
646. on the Machinery of the Wood, Iron or Steel S.S. "GRACCHUS" Master J. R. Patra
 Tonnage { Gross 3750 Vessel built at Newcastle By whom Palmer's Co. Ltd. (No. of Visits 3)
 Net 2404 Engines made at Newcastle When 1902 (MORTH. 9)
 Registered Horse Power 483 Boilers, when made (Main) By whom Palmer's Co. Ltd. (Donkey) When 1902
 No. of Main Boilers 3 Owners A. Currie & Co. Proprietors, Ltd. Port Melbourne Voyage Australia
 No. of Donkey Boilers — If Surveyed Afloat or in Dry Dock Dry Dock
 Steam Pressure in Main Boilers 180 (State name of Dock.) Kidderpore. + River
 in Donkey Boilers —

Last Report No. 3092 Port CalcuttaParticulars of Examination and Repairs (if any) working - 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.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?

Was a damage report made by anyone else? If so, by whom? UndersignedDid the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do.

Donkey "

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? YesDid the Surveyor examine the Safety Valves of Donkey Boiler? YesDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YesDid the Surveyor examine the drain plugs of the Main Boilers? YesDid the Surveyor examine all the mountings of the Main Boilers? YesHas screw shaft now been drawn and examined? YesIs it fitted with continuous liner? Yesor two liners? Yesor is it without liners? YesHas shaft now been changed? Yes If so, state reasons YesHas the shaft now fitted new? YesHas it a continuous liner? Yesor two liners? Yesor is it without liners? YesState the distance between ligament vane of stern bush and top of after bearing of screw shaft? 1/8"If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? B.S. complete.

All main boilers opened up, examined throughout, found in good order, with all safety valves, doors & mountings.
 Safety valves adjusted under steam as above.

Seal placed in dry dock on account of alleged bounding, propeller & sea fastenings found in good order. Screws & valves opened & examined.

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. 2, 00, B.S. 2, 00, or * L.M.C. 2, 00, 100 lb., F.D., &c.)

As now seen is eligible in my opinion to remain as classified, & to have new record of B.S. 5. 1913.

Survey Fee (per Section 22) B.S. 29/-Special Damage or Repair Fee (if any) 32/-Selling Expenses (if chargeable) —

Committee's Minute

Signed

FRI. JUN. 20 1913

B.S. 5. 13

Fee applied for
28/5/13
 Received by me,
19

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



Lloyd's Register Foundation

W1457-0082

Blade 3. 13 howled

Grounding Damage

Sea connection, now
It is submitted that
this vessel is eligible for
THE RECORD. B. S. 5. 13

878
16.6.13

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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