47603

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

(Received at London Office, ...)

No. ..... Date of Writing Report Sept 14th 1887 Port of London

No. in Reg. Book. Survey held at London Date, first Survey Sept 7th Last Survey Sept 12th 1887 (No. of Visits 3)

on the Machinery of the S.S. Nerissa Tons, Net 1299 Gross 2000

If Surveyed Afloat or in Dry Dock (State name of Dock.) Dry Dock Vessel built at Newcastle in 1877 Engines made in 1877

No. of Main Boilers Two Made in 1877 Donkey Boiler made in 1877 Working Pressure, Main Boilers 80 lbs.;

Working Pressure, Donkey Boiler 48 lbs.; Owners J Fenwick & Sons Port London

Last Survey No. ..... Port ..... Class of Vessel and Machinery (As in Register Book.) 100 A1 L.M.C. 8-86 3-87

Particulars of Repairs and Examination Annual Survey

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? } 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? } ✓

Main and Donkey Boilers thoroughly examined and found to be very good condition and repair

Safety Valves on Main Boilers set under steam to blow off at 80 lbs.
Donkey Boiler S. Valve dead weight to 48 lbs per sq.inc

Flaw in 7 ft. Crank Pin carefully examined No trace can be found of any spreading of either the circumferencial crack, or longitudinal flaw, and as the shaft has now been running for some length of time in its present condition there seems no danger in running further, from the nature of the flaw however it is not thought advisable to allow its running for a longer period than six months without examination

Sea Cocks & Propeller examined in Dry Dock & found in satisfactory condition. After bearing down a bare 1/4"

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The Boilers & Machinery of this vessel are in my opinion in good & safe working condition and eligible for classification as L.M.C. 8.86 B.S. 9-87, provided 7 ft. Crank Pin be examined six months hence.

Office or Registration Fee (per Sec. 27)	£ : :	19/9/87
Survey Fee (per Section 28)	£ 2 : 2 : 0	
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	

Fees applied for ..... 188 ..... received by me, 20/9/ 188 7

J. Johnstone Bourne

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

Committee's Minute TUESDAY 20 SEPT 1887

Assigned 2 M.S. 8.86 & B.S. 9.87

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

T. & S. For ..... to be sent to

L.R. 681-0115

Submitted that this vessel is eligible to receive the record B.S. 9.87 & to retain the notification LMC 8.86 provided the forward Crank Pin be again examined within six months

H.L.
12.9.87

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN, NOR ON THE UP