

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

No. 124 Date of Writing Report 22 Sept 1888 Port of London (Received at London Office, TUES 25 SEPT 1888)  
 No. in Reg. Book. 124 Survey held at London Date, first Survey 17<sup>th</sup> Sept Last Survey 22 Sept 1888  
 on the Machinery of the S. S. "Nereida" Master Martin No. of Visits 9  
 Tonnage Gross 1299 Net 2000 Vessel built at Newcastle By whom Palmers When 1877 9  
 Registered Horse Power 260 Engines made at Do When 1877 Boilers, when made (Main) 1877 (Donkey) 1877  
 No. of Main Boilers 2 Owners J. Fenwick & Son Port London Voyage Port Said via Genoa  
 Steam Pressure in Main Boilers 80 ~~Is~~ Surveyed Afloat in Dry Dock Lincoln Class of Vessel & Machinery 100A1-6, 88  
 in Donkey Boiler — (State name of Dock.) (As in Register Book.) LMC-8, 86 BS-9, 87

Last Survey No. — Port —  
 Particulars of Examination and Repairs (if any) Annual Boiler 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 boilers examined internally & externally, also the safety valves & steam dome, & found to be in good condition.

Safety valves adjusted under steam to blow at 85 lbs per sq inch.

Winch boiler examined & found thin in shell, a number of test holes have been drilled these have not been filled up, as the boiler is not to be used again, as <sup>it is stated</sup> a new one is to be fitted on the vessel's return to the U.K.

Forward half of crank shaft examined, found to be flawed in fillet of No 2 journal this had been previously marked for extension, the flaw is now extended about 5". Another flaw in fillet of crank pin about 5" in length. —

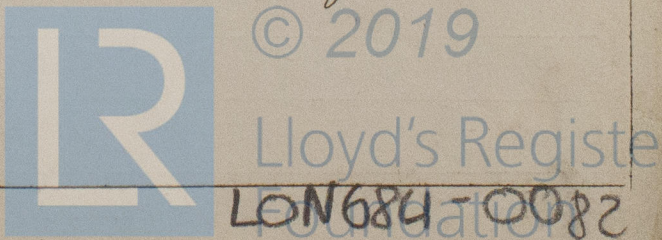
General Observations, Opinion, and Recommendation:— The machinery as far as seen now appears in a sound & efficient condition provided that the crank shaft be again examd. within 3 mths also to have B.S.-9, 88 recorded when the when winch boiler has been efficiently repaired or removed.  
 (State clearly 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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ 3 : 3 : 0	4 10 188
Special Damage, Fee (per Section 28) .....	£ : :	received by me, 10/10 188
*Certificate (if required) as per margin .....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute FRIDAY 5 OCT 1888

Assigned W. L. M.



on the Ship

T. & S. Form No. 9—Transfer Ink—5000, 20/4/88. \* Certificate

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



It is submitted that this vessel will be eligible to have BS. 9. 88 recorded when the donkey boiler has been removed or apparently repaired. The crank shaft should be again examined within 3 months

ML  
4.10.88

REMARKS OF ENGINEER TO SURVEYOR

DATE OF INSPECTION

NAME OF VESSEL

NAME OF MASTER

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

ENGINE WORKING ON CYCLING



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