

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

(Received at London Office,

SAT 3 DEC 1888

No. *124* Date of Writing Report *7.12.88* 188 *88* Port of *London*
 No. in Reg. Book. *124* Survey held at *London* Date, first Survey *Nov. 27* Last Survey *Dec. 6* 1888
 on the Machinery of the *S. S. "Nerissa"* Master *W. J. Palmer* No. of Visits *4*
 Tonnage Gross *2000* Net *1290* Vessel built at *Newcastle* By whom *Palmer & Co.* When *1877* Boilers, when made (Main) *1877* (Donkey) *1877*
 Registered Horse Power *260* Engines made at *London* When *1877* Boilers, when made (Main) *1877* (Donkey) *1877*
 No. of Main Boilers *2* Owners *J. Fenwick & Son* Port *London* Voyage *to India*
 Steam Pressure in Main Boilers *80 lbs.* If Surveyed Afloat or in Dry Dock *S. W. I.* Class of Vessel & Machinery *100 A 1*
 in Donkey Boiler *100 A 1* (as in Register Book.) *S. N. 2-3, 82* *LMC 3.86*
 Last Survey No. *124* Port *London* *B.S. 9.87*

Particulars of Examination and Repairs (if any) *Renewal of crane shaft & Winch boiler*
 (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?

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?

Found:
A new after half of crane shaft has now been fitted
Winch boiler safety valves set under steam to 80 lbs.

General Observations, Opinion, and Recommendation:— *As far as seen this vessel*
 (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.)

appears eligible to remain as classed, without the limit as
a new half of crane shaft has now been fitted.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ : : *10/12/88*
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : : Received by me, *11/12/88*
 Travelling Expenses (if chargeable) £ : : *a.s.p.*

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

Committee's Minute *✓* *TUES 11 DEC 1888*

Assigned *B S 9/88*
note non limit



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Lloyd's Register

LON684-0346

It is submitted that this
vessel is eligible to have
B.S. 9.88 recorded
& to be removed from
the limited list

Ald.
10.12.88

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation