

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

(Received at London Office,)

No. 124 Date of Writing Report 15 Aug 1889 Port of London  
 No. in Reg. Book 124 Survey held at London Date, first Survey 15 Aug Last Survey 23 Aug 1889  
 on the Machinery of the S. S. Nerissa Master Palmer & Co No. of Visits 4  
 Tonnage Gross 1940 Net 1256 Vessel built at Newcastle By whom Palmer & Co When 1877 YEAR. MONTH. 9  
 Registered Horse Power 260 Engines made at Newcastle When 1877 Boilers, when made (Main) 1877 (Donkey) recent  
 No. of Main Boilers 2 Owners J. Fenwick & Co Port London Voyage  
 Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Luckin Day & Co Class of Vessel & Machinery 100 A 1 9.88  
 in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) B.S. 9.88. L.M.C. 8.88

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Damage and 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?  
 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?

Examined Seacocks & connections and found them good.  
The steamer having been astore the liquor was much reduced and has been renewed.  
Examined the main and donkey boilers and their safety valves and found them good. The centre furnace crowns seams at the back ends were leaking and have been riveted.  
The safety valves were found to be in good working order under steam.  
Examined Tailshaft and found it good.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to remain have the notification B.S. 8.89 recorded in the Register Book.  
(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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	2.10	0	20. 8 188 9
Special Damage Fee (per Section 28).....	£	1	0 0	} <u>off.</u>
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	219 188 9

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

Committee's Minute TUE 3 SEPT 1889  
 Assigned PS 8, 89

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

It is submitted that this  
vessel is eligible to have  
B.S. 8.89 recorded

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3.9.89

