

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

51361

No. *329* Date of Writing Report *Nov 28<sup>th</sup> 1890* Port of *London* (Received at London Office. WED 3 DEC 1890)

No. in Reg. Book *329* Survey held at *Millwall* Date, first Survey *Nov 27<sup>th</sup>* Last Survey *Nov 27<sup>th</sup> 1890*

*on the Machinery of the s/s Mary Nixon* Master *R. May* No. of Visits

Tonnage Gross *445* Net *446* Vessel built at *Newcastle* By whom *Palmer Bros* When *1885* Boilers, when made (Main) *1885* (Donkey) *-*

Registered Horse Power *99* Engines made at *do* Owners *H. James (J. Fenwick son)* Port *Newcastle* Voyage

No. of Main Boilers *1* Steam Pressure in Main Boilers *150* in Donkey Boiler *-* *Surveyed in Dry Dock* (State name of Dock.) *Carters* Class of Vessel & Machinery *A.1.5.90*

Last Survey No. *-* Port *S.S. Low: No 2-88* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ NE 13 4-85*  
*+ MC 6-88*

## Particulars of Examination and Repairs (if any)

(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 sea connections and propeller fastenings and found them in satisfactory condition*

## 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: thus, for example, B.S. 1/89, B. & F.S. 1/89, or L.M.C. 1/89, as the case may be.)

*As far as seen the machinery of this vessel is in satisfactory condition and is eligible in my opinion to remain as classed—*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	18
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

*H. P. Cornish*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

TUES 9 DEC 1890

TUES. 19 MAY 1891

FRI 8 JAN 1892

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Lloyd's Register  
Foundation

LON 691-0301

It is submitted that this  
vessel is eligible to  
remain as  
Classed—

H.A.  
8-12-90

