

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

(Received at London Office, \_\_\_\_\_)

M.O.I. 6 APL 1891

5174

No. \_\_\_\_\_ Date of Writing Report 4<sup>th</sup> April 1891 Port of London  
 No. in Reg. Book. 992 Survey held at London Date, first Survey 26<sup>th</sup> March Last Survey 26<sup>th</sup> March 1891  
 on the Machinery of the S.S. "Nydia" Master Heiter No. of Visits 1  
 Tonnage { Gross 503 Vessel built at Sunderland By whom W.D. & H.O. Wills When 1886  
 { Net 314 Engines made at \_\_\_\_\_ When 1886 Boilers, when made (Main) 1886 (Donkey) 1886  
 Registered Horse Power 20 Owners Wm. Nutt & Co. Ltd. Port London Voyage ✓  
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery 100A1. 11.90  
 Steam Pressure in Main Boilers 90 (State name of Dock.) Survey Commercial (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1-LMC 6.90  
 in Donkey Boiler ✓ Last Survey No. \_\_\_\_\_ Port S.S. Lon. N<sup>o</sup> 190

## 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 propeller, sea connections and their fastenings  
 found same in good working order*

## General Observations, Opinion, and Recommendation:—

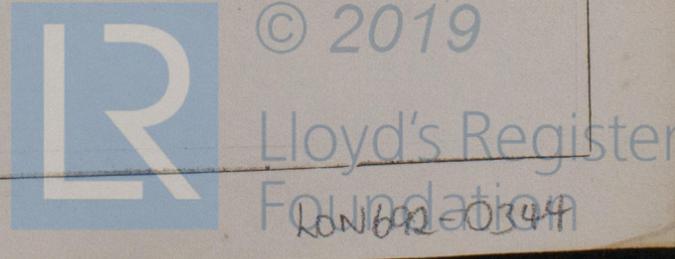
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

*As far as seen the machinery of this vessel is in good working order and in my opinion eligible to remain as classed.*

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

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

Committee's Minute TUES. 14 APL 1891  
 Assigned as now



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

It is submitted that this vessel is  
eligible to remain as classed,  
13.4.91  
C.P.S.

