

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

(Received at London Office *S. 16 MAY 1891*)

No. *329* Date of Writing Report *13. 5. 91* is *18* Port of *London*
 No. in Reg. Book. *329* Survey held at *London* Date, first Survey *May 7* Last Survey *May 12 1891*
 on the Machinery of the *S. S. Mary Nixon*. Master *No. of Visits*
 Tonnage { Gross *745* Net *677* Vessel built at *Newcastle* By whom *Palmer Bros.* When *1865-5*
 Registered Horse Power *99* Engines made at *"* When *1885* Boilers, when made (Main) *1885* (Donkey) *1885*
 No. of Main Boilers *1* Owners *A. James* Port *Newcastle* Voyage *"*
 Steam Pressure in Main Boilers *150 lbs.* ☒ Surveyed Afloat ☒ in Dry Dock *Victoria* Class of Vessel & Machinery *A 1*
 in Donkey Boiler ☒ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 6.88*
 Last Survey No. *"* Port *"* *S. S. Lion: No. 2.-88*

Particulars of Examination and Repairs (if any) *S. S. No 3 (In part)*
 (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
 those due to other causes. State also the dates and initials of any letters respecting this case

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
 Do. " Donkey " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

*Exd. cyls. slides, air, circulating feed & bilge pumps & valves
 all found in good condition. Crank & thrust shft. in good
 condition. Main boiler exd. internally & externally: & found
 to be in good condition. Safety valves in good condition &
 tested under steam to 150 lbs.
 No Donkey Boiler.*

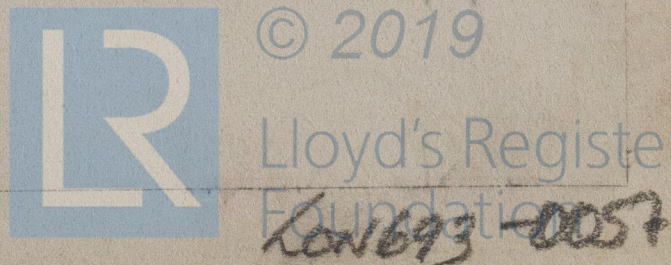
General Observations, Opinion, and Recommendation:— *The machinery as far as*
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey:
 thus, for example, B.S. 1,89, B.&M.S. 1,89, or L.M.C. 1,89, as the case may be.)
*seen being now in good & safe working condition: renders the vessel
 eligible in my opinion to remain as classed there the certificate
 L.M.C. recorded when the propeller & sea connections have been
 exd. in dry dock*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 3 : 10 :	<i>10/5-18-91</i>
Special Damage Fee (per Section 28).....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>10/5-18-91</i>

*State if Certificate is required

Committee's Minute *TUES. 19 MAY 1891* *FRI 8 JAN 1892*

Assigned *to Mr. M.B. 5/91*



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

It is submitted that this vessel
is eligible for the record

+ L M C. 5-91.

C.R.P.

16. 5. 91.

