

52552

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

19/12/91
FEB 18 1891

(Received at London Office)

No. *127* Date of Writing Report *18 Dec* 18 *91* Port of *London*
 Survey held at *London* Date, first Survey *3rd Dec* Last Survey *14th Dec* 1891
 on the Machinery of the *Sp. Nerissa* Master *Gibson* No. of Visits *4*
 Tonnage Gross *1894* Net *1205* Vessel built at *Newcastle* By whom *Palmer & Co* When *1877* 9
 Registered Horse Power *260* Engines made at *London* When *1877* Boilers, when made (Main) *1877* (Donkey) *1888*
 No. of Main Boilers *2* Owners *J. Fenwick & Co* Port *London* Voyage *✓*
 Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Both* Class of Vessel & Machinery *+100A1-491*
 in Donkey Boiler *80 lbs* (State name of Dock.) *Mellwall & Briggs Dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *LMC 8 90*
 Last Survey No. *SS. No. 3382* *BS 8 90*

Particulars of Examination and Repairs (if any) *B.S. Condition*
 (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 Main Boiler separately and make a thorough examination at this time? *Yes*
 Do. " Donkey " " " *Yes*
 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? *Yes*
 At what pressure were they afterwards adjusted under steam? *80 lbs*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
 To what pressure were they afterwards adjusted? *80 lbs*

Vessel placed in dry dock
Examined? Propeller & sea connection fastenings
Main & donkey boilers internally & externally also their safety valves all found in very good condition.
Tested main & donkey boilers under steam & adjusted their safety valves to blow at 80 lbs per sq. in.
Examined for? half of crank shaft found two serious flaws in crank pin - one in each fillet about 10" long. Recommended spare crank shaft to be fitted which has been done - Satis.

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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

So far as seen the machinery of this vessel is in good working order and in my opinion eligible to remain as classed & have B.S. 12 91 recorded in the register book

Office or Registration Fee (per Sec. 27)	£	:		Fees applied for 19/12/1891 A.S.D. Received by me, 21-12-1891
Survey Fee (per Section 28)	£	2	-	
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

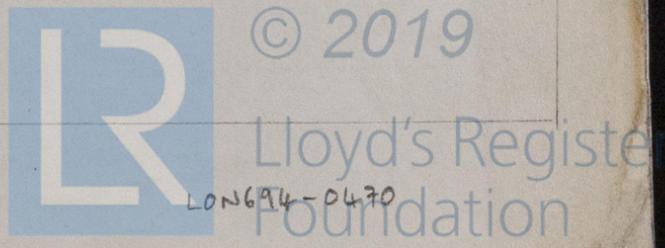
Robt Balfour
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required.
 Committee's Minutes *TUES. 22 DEC 1891*
 Assigned *BS 12 91*

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

16.-L. E. F. H.—Form No. 9.—Transfer Ink—5,000, 18/8/91
 *Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

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



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

*It is submitted that
this vessel is eligible for
THE RECORD 138. 12. 91.*

*C.V.S.
21. 12. 91.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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