

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

52552

19/12/91  
FEB 13 DEC 1891

No. 127 Date of Writing Report 18 Dec 18 91 Port of London  
 Survey held at London Date, first Survey 3<sup>rd</sup> Dec Last Survey 14<sup>th</sup> Dec 18 91  
 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 Boilers, when made (Main) 1877 Donkey 1888  
 Registered Horse Power 260 Engines made at London When 1877 Boilers, when made (Main) 1877 Donkey 1888  
 No. of Main Boilers 2 Owners J. Lewis & Co Port London Voyage ✓  
 Steam Pressure in Main Boilers 80 lb If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery +100A1-491  
 in Donkey Boiler 80 lb (State name of Dock.) Mellwall & Briggs & Co (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) LMC 8.90  
 Last Survey No. SS. Nre No. 3.382 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 lb  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes  
 To what pressure were they afterwards adjusted? 80 lb

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 lb. pres. 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
Survey Fee (per Section 28).....	£ 2 : -	19/12/91
Special Damage Fee (per Section 28).....	£ :	Received by me,
Travelling Expenses (if chargeable).....	£ :	21-12-91

\*State if Certificate is required  
 Committee's Minutes TUES. 22 DEC 1891  
 Assigned B.S. 12.91

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

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

16.-L. R. 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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