

REPORT of SURVEY for REPAIRS, &c.

No. *48227* Date of Writing Report *26th March* 1888 Port of *London* Received in London Office, *TUES 27 MARCH 1888*

No. in Survey held at *London* Date, First Survey *15th March* Last Survey *21st March* 1888

263 on the *Iron Screw Steamer NONPAREIL* Master *G. Boniface*

TONNAGE:— NET *1058* Built at *H. Shields* By whom *J. & W. Smith* When *1884*

GROSS *1636* Owners *Scrutton, Ltd. & Co.* Port belonging to *London*

UNDER DK. *222* Owner's Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Afloat* Name of Dock *West India* Destined Voyage *West Indies*

Length of Poop *12* ft.: of Forecastle *12* ft.: of Raised Or. Deck *12* ft.: Moulded Depth *12* ft. ins.

Last Survey, No. *47962*. Port *London* Classed *100 A1*

(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Part S. S. No. 1*

This Vessel has been examined afloat in the West India Dock. The water ballast tanks have been cleaned out and examined, the cement in them found in good order, the interior surfaces coated with cement wash, and the tanks tested under pressure.

The Coal bunkers have been examined and have now been sealed and painted. The sides of the holds, fore and after peaks and

compartment at after end of shaft tunnel have been examined and found in good order.

The bilges under the engines and boilers were full of water and could not be cleaned out for examination on the present occasion.

The masts, yards &c. have been examined and found in good order.

To complete the S. S. No. 1 the following remains to be done, viz:—

The bilges under the engines, boilers & stokehole cleaned out for examination, and the vessel placed in dry dock for examination of bottom and rudder.

PRESENT CONDITION OF THE

Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Not seen</i>	Ceiling	<i>Good</i>	Boats	<i>5</i>
Waterways	<i>"</i>	Iron nails or Rivets	<i>Good</i>	Rudder	<i>Not seen</i>	Masts, Yards, &c.	<i>"</i>
Comings	<i>"</i>	Breasthooks and Stemson	<i>"</i>	Windlass & Capstan	<i>Good</i>	Condition, how ascertained	<i>Examined</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	Transoms, Pointers, & Crutches	<i>"</i>	Pumps	<i>"</i>	Sails	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	Timbers of Frame at the openings	<i>"</i>	Cement (if Iron Ship)	<i>"</i>	Anchors	No. of <i>3B, 1B, 2K</i>
Plank sheers	<i>"</i>	Ditto ditto at other places	<i>"</i>	Caulking of Bottom, D'k, & Wat'rways	<i>"</i>	Cables	<i>Good</i>
Sheerstrakes	<i>"</i>	Keelsons	<i>"</i>	Copper, or Y.M. (State if on Felt.)	<i>"</i>	Hawsers & Warps	<i>"</i>
Topsides	<i>"</i>	Clamps & Shelves	<i>"</i>	When put on	<i>"</i>	Standing & Running Rigging	<i>"</i>
Wales	<i>"</i>					Hatches	<i>"</i>

Engine Room Skylights *Good* Coal Bunker, Openings, Lids, &c. *Good* Scuppers *Good* Cargo & Main Hatchways *Good*

General Observations, Opinion as to Class, Recommendation, &c.:

The Vessel, so far as seen, is in a sound and efficient condition and eligible in my opinion to remain as classed, and on completion of the survey in accordance with this report to have S. S. No. 1 renewed in the Register.

Entry Fee (if chargeable) per Scale I., Sec. 27... £

Office Fee (if chargeable) per Scale II., Sec. 27... £

Survey Fee (per Section 28) £ *4 4*

Special on Damage, Fee (if any) (per Sec. 28) £

*Certificate (if required) to be sent as per margin £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character assigned *100 A1*

W. H. Smith

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