

REPORT of SURVEY for REPAIRS, &c.

49853

TUE 10 SEP 89

No. *Sept. 9th 1889* Port of *London*
 Date of Writing Report
 No. in Reg. Book. *Survey held at London* Date, First Survey *Sept. 2nd* Last Survey *Sept. 9th 1889*
 260 on the *Iron Screw Steamer: "NONPAREIL"* Master *G. Boniface*

TONNAGE:— Built at *R. Shield* By whom *L. & W. Smith* When *1884 - 2*
 NET *1025* Owners *Inf. Scrutton, Sons & Co.* Port belonging to *London*
 GROSS *1587* Owner's Address *(if not already recorded in Appendix to Register Book.)*

UNDER DK. *1222*
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *West Ind. Dock* Destined Voyage

Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *22643* Port *West L.M.C. 3-88* *S.S. Lon. No. 1-88* *100 A1* *11-88*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Annual Survey—*

This vessel was examined whilst lying dry, on blocks, in the West India Graving Dock.

The Bottom which was found in good and sound condition was cleaned and re-coated; the Rudder was lifted, the Rudder pintles re-bushed and the Steering gear, tackle &c. overhauled & repaired as required.

The Fore Peak was also examined; the rivetting of two porting Beams which was found started had been renewed and a double plate 9/16" thick was fitted to one of the beam arms on port side, the same being fractured.

The vessel, generally, was otherwise found in good and efficient condition.

PRESENT CONDITION OF THE	Good	Planks (Bottom) & Counter	Good	Ceiling (where exposed)	Good	Boats	Good
Decks	Good	Transverse Rivets	Good	Rudder	Good	Masts, Yards, &c.	Good
Waterways	Good	Breasthooks and Stanchions	Good	Windlass & Capstan	Good	Condition, how ascertained	from Deck
Comings	Good	Transoms, Pointers, & Crutches	Good	Pumps	Good	Sails	Good
Up'r Dk. Beams & Fastenings	Good	Timbers of Frame at the opening	Good	Cement (if Iron Ship) (where seen)	Good	Anchors	No. of 3 B; 1 S; 2 H.
Low'r Dk. Beams & Fastenings	Good	Ditto ditto at other places	Good	Caulking of Bot'm, D'k, & Watrways	Good	Cables	Reported Complete
Planksheers	Good	Keelsons	Good	Copper or Lead (where exposed)	Good	Hawsers & Warps	Good
Sheerstrakes	Good	Clamps & Shells	Good	Scuppers	Good	Standing & Running Rigging	Good
Topsides	Good	Coal Bunker, Openings, Lids, &c.	Good	Cargo & Main Hatchways	Good	Hatches	Good
Wales	Good		Good		Good		Good
Engine Room Skylights	Good		Good		Good		Good

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as far as can be seen, in good and efficient condition and I would respectfully submit that she is eligible to remain as classed and to have the notation: "100 A1 9-89" recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£			
Office Fee (if chargeable) per Scale II., Sec. 27...	£			
Survey Fee (per Section 28)	£			
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 *TUE 17 SEP 89*
 Character assigned *100 A1*

Received by me, *Henri W. Winton*
 Surveyor to Lloyd's Register of British & Foreign Shipping.