

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

Received at London Office, **1 AUGUST 1890**

No. *261* Date of Writing Report *July 31st 1890* Port of *London*
 No. in Reg. Book. *1584* Survey held at *London Dock* Date, first Survey *24th July* Last Survey *30th July 1890*
 on the Machinery of the *S/s. "Nonpareil"* Master *Bouface* No. of Visits *2*
 Tonnage Gross *1025* Vessel built at *North Shields* By whom *D & W. Smith* When *1884*
 Registered Horse Power *180* Engines made at *Newcastle* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*
 No. of Main Boilers *2* Owners *Scrutton Sons & Co.* Port *London* Voyage
 Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *afloat* Class of Vessel & Machinery *+ 100 A1*
 in Donkey Boiler *80* (State name of Dock.) *London Dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ LMC 3-88*

Last Survey No. *49880* Port *London* *Annual Boiler Survey* *S.S. No 1-88*

Particulars of Examination and Repairs (if any) *Annual Boiler Survey* Repairs on account of Damage should be separated from

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

Examined main boilers internally & externally, and found satisfactory.
Main safety valves examined & set - blew at 80 lbs
Examined Donkey Boiler & Donkey Boiler Safety valves, blew at 70 lbs

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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

As far as seen this vessels machinery is in good order and is eligible in our opinion to remain as classed and to have B.S. 7-90 recorded in the Reg. Book.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 0 :	<i>2/5/ 1890</i>
Special Damage Fee (per Section 28).....	£ : :	received by me, <i>James R. Horn & J. P. Cornish</i>
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute *28 7/90*

Assigned

13 AUGUST 1890

It is submitted that this vessel
is eligible to have
B.S. 7-20 recorded

M.A.
6.8.20



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Foundation