

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

52999

No. 266 Date of Writing Report May 9th 1892 Port of London (Received at London Office 10 AUG 1892)

No. in Reg. Book 266 Survey held at London Date, first Survey April 24th Last Survey May 6th 1892

on the Machinery of the sp. Nonpareil Master — No. of Visits 3

Tonnage Gross 1587 Net 1025 Vessel built at North Shields By whom J. W. Smith When 1884 Boilers, when made (Main) 1884 (Donkey) 1884

Registered Horse Power 180 Engines made at Newcastle Owners Scrutton Bros & Co. Port London Voyage —

No. of Main Boilers Two If Surveyed Afloat or in Dry Dock Poplar Dry Dock Class of Vessel & Machinery 100 A.1.8.9

Steam Pressure in Main Boilers 80 lbs in Donkey Boiler 60 lbs (State name of Dock.) Poplar Dry Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) 11.5.1888 12.5.1890

Last Survey No. — Port —

Particulars of Examination and Repairs (if any) Completion of Special Survey

(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?

Do. " Donkey " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Examined cylinders pistons, slide valves, pumps, sea-cocks & connections & condenser, tail shaft & tunnel shafting. Stern truss re-wooded.

Examined donkey boiler & safety valve & adjusted safety valve to blow at 60 lbs per sq inch.

General Observations, Opinion, and Recommendation:— The machinery is now in

(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.)

good condition and the vessel is in our opinion eligible to have + LMC 1-92 recorded in the register book

Office or Registration Fee (per Sec. 27)	£ 3.0.0	Fees applied for	<u>11.5.1892</u>
Survey Fee (per Section 28)	£ :	Received by me,	<u>4.8.1892</u>
Special Damage Fee (per Section 28)	£ :		
Travelling Expenses (if chargeable)	£ :		

H. P. Cornish
Lieut. E. Weirison
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute FRI 13 MAY 1892 FRI 12 AUG 1892

Assigned + LMC 1.92



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LONB96-0135

It is submitted that
this vessel is eligible for
THE RECORD + LMC. 1.92

C.H.

11.5.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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