

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

(Received at London Office)

Date of writing Report *May 5 1893* When handed in at Local Office *18* Port of *London*

No. in Reg. Book *270* Survey held at *London* Date, First Survey *May 4* Last Survey *May 5 1893*

on the Machinery of the *Wood, Iron or Steel* *S.S. "NONPAREIL"* Master *Boniface*

Tonnage Gross *1587* Net *1026* Resest 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* Port *London* Voyage *West Indies*

No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *S.W. India Dock* (State name of Dock.)

Steam Pressure in Main Boilers *80 lbs* in Donkey Boiler *80 lbs*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *54104* Port *London*

Particulars of Examination and Repairs (if any) *Completed*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? *Port Boiler examined*

Do. " Donkey " *No.*

If this was not done, state for what reasons? *Rest of Survey already held*

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 (Port Boiler)*

At what pressure were they afterwards adjusted under steam? *80 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion? *Completed*

*Examined. Port Main Boiler internally & externally & safety valves, all found to be in good condition. The Boiler was afterwards seen under steam, the safety valves adjusted to lift at 80 lbs pressure.*

*The Survey is now completed.*

General Observations, Opinion, and Recommendation:— *This vessel's Boilers are now in good condition & in my opinion the vessel is eligible to remain as classed & have no alteration. B.S. 5-93. recorded in the Register book*

(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. 9, 92, B.A.M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for

Survey Fee (per Section 28) £ : : 18

Special Damage Fee (per Section 28) £ : : Received by me,

Travelling Expenses (if chargeable) £ : : 18

\*State if Certificate is required.

Committee's Minute *TUES. 9 MAY 1893*

Assigned *B.S. 5, 93*

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

*P. M. Salmon.*

Lloyd's Register Foundation

LON 648-0510

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

Certificate to be sent to

18-LRPE-Form No. 3-Transfer Ink-10/100, 20/1/93.

Insert Character of Ship and Machinery precisely as in the Register Book.



It is submitted that  
this vessel is eligible for  
**THE RECORD** B S 5-93

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.

July 6/5/93-

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Handwritten notes in the right margin, including "22 22 22" and "22 22 22".



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