

No. 56892

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

SAT. 31 AUG 1895

(Received at London Office)

Date of writing Report Aug 30 1895 When handed in at Local Office 18. Port of London.

No. in Reg. Book. Survey held at London. Date, First Survey Aug 12 Last Survey Aug 29, 1895  
275 on the Machinery of the Wood, Iron or Steel S.S. NONPAREIL Master Hunter  
 Tonnage { Gross 1587 Vessel built at N. Shidds. By whom J W Smith. When 1884 12  
 Net 1025 Engines made at Newcastle. When 1884 Boilers, when made (Main) 1884 (Donkey) 1884  
 Registered Horse Power 182 Owners Suttons Sons & Co. Port London Voyage West Indies.  
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock S.W. Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 No. of Donkey Boilers 1 (State name of Dock.)

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) B.S. London 100 A. 1. 4. 95 L.M.C. 1. 92  
35 Lon No 3. 8. 92 B.S. 8. 94.

(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? Yes.

Do. " Donkey " " " Yes.

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? Yes.

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.

To what pressure were they afterwards adjusted? 60 lbs.

Has the propeller shaft been drawn and examined at this time? Yes.

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

Examined Main and Donkey Boilers internally & externally and Safety Valves, also Tail Shaft, which was drawn in, propeller & Sea connections fastenings. Found propeller blades broken, otherwise all in good condition. A New propeller has now been fitted.

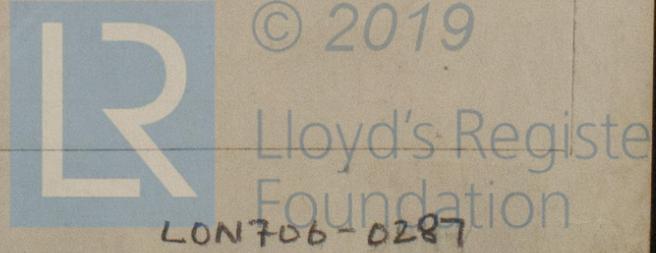
General Observations, Opinion, and Recommendation:— This Vessel's Boilers, and Machinery  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 494, B.&M.S. 494 or L.M.C. 494, 140 lb., F.D., &c.)  
as far as seen are now in good condition & in our Opinion the vessel is eligible for record B.S. 8. 95.

Office or Registration Fee (per Sec. 27)..... £ : :  
 Survey Fee (per Section 28)..... £ 2 : 0 : 0  
 Special Damage Fee (per Section 28)..... £ : 4 : 0  
 Travelling Expenses (if chargeable)..... £ 1 : 16 : 0

Fees applied for 31 Aug 1895  
 Received by me, 17/19/95

J. M. Salmon.  
D. Ritchie.  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
 Assigned B.S. 8. 95



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

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

new propellers fitted, blades of old one broken.  
It is submitted that  
this vessel is eligible for  
THE RECORD B.S. 8.95.

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.

J.S.  
2.9.95.

*[Faint, illegible handwritten text in the main body of the page, possibly bleed-through from the reverse side.]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation