

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

(Received at London Office)

Date of writing Report *2 Feb 98* 18 *98* When handed in at Local Office 18 *98* Port of *London*

No. in Reg. Book *294* Survey held at *London* Date, First Survey *21 Dec 88* Last Survey *29 Jan 1898*

on the Machinery of the *Wood, Iron or Steel* *S.S. "Nonpareil"* Master *J. W. Hunter*

Tonnage Gross *1636* Net *1058* Vessel built at *N Shields* By whom *J. W. Smith* When *1884* YEAR. MONTH. *1884 - 2*

Registered Horse Power *182* 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 *W India*

No. of Donkey Boilers *1* Steam Pressure in Main Boilers *80 lbs* in Donkey Boilers *60 lbs* *Surveyed Afloat or in Dry Dock* *London & W India* (State name of Dock.)

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

| CHARACTER.                                     | Years Assigned | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|----------------|--|
| For Special Survey.                            |                |  |
| Date of last Survey and of Periodical Surveys. |                |  |

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *Comp B.S.*

(Periodical Surveys, when held, must be reported in detail and serially 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?

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?

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

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

*Examined Port Main Boiler externally & internally & found it in fair condition, one screw stay between Combustion Chambers to back end plate, found broken, has been renewed & one angle connecting gusset plate at bottom to shell, found fractured, has been renewed.*

*Safety valves examined & satisfactory*

*The firebox of Donkey Boiler, at bottom connection to shell, has been overhauled & several rivets to same renewed. Examined Donkey Boiler under hydraulic test to 90 lbs per sq inch & found it tight*

*Examined Main & Donkey Boilers under steam & adjusted safety valves to working pressures.*

General Observations, Opinion, and Recommendation: *The Machinery of this vessel, so*

(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. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

*far as seen, is now in a safe working condition & eligible, in my opinion, to have B.S. 11.94 Recorded in the Register of the Society, as per London Report No 59351.*

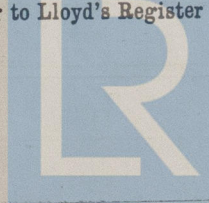
|  |   |   |   |                  |
|--|---|---|---|------------------|
| Office or Registration Fee (per Sec. 27) | £ | : | : | Fees applied for |
| Survey Fee (per Section 28)              | £ | : | : | 18               |
| Special Damage Fee (per Section 28)      | £ | : | : | Received by me,  |
| Travelling Expenses (if chargeable)      | £ | : | : | 18               |

\*State if Certificate is required

Committee's Minute

Assigned

*Thomas R. Blackie*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Lloyd's Register  
Foundation

LON 714-0379

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

\*Certificate to be sent to



Produce upain to Pat-Train & Dmky  
Boiler

It is submitted that  
this vessel is eligible for  
THE RECORD.

B. S. 11, 97

3/2/98

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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