

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 2902** Survey held at **Barry** Date, first Survey **April 3** Last Survey **April 21** 18**46**  
 on the **"Pioneer"** Master **A. Shearer**  
 Tonnage under Tonnage Deck **86.34** Built at **Barry** When built **1858** MONTH. **5**  
 Ditto of Spar Deck, or Awaiting Deck  
 Ditto of Poop, or Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage **86.34** Owners **J. Lormagh** Port belonging to **Wick**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam **86.34** Residence **Wick**  
 Engine Room By whom built **J. Watson** Destined Voyage **Lisbon**  
 Reg. Tonnage as per Rule, cut on Beam If Surveyed Afloat or in Dry Dock **On a patent slip**

Length of Poop **—** ft. Ditto, Forecastle **—** ft. Ditto, Raised Quarter Deck **—** ft. Years assigned. **4.73** Character in Register Book. **A. 1. Exptd 1.73 omitted**  
 Last Survey, No. **2650** Port **Aberdeen** Classified **4.73**

REPAIRS, OR EXAMINATION AS PER. RULE **for Continuation of Character as per Survey No. 2**  
 The vessel placed on blocks on a patent slip, the hold timbers and Aircourses cleared; all the outside planking from light watermark upwards including planks and waterways scraped and dubbed bright. The condition of the frame further ascertained by the removal of the treenails in one stake in the topsides fore & aft on each side, the removal of two planks on each side above the Wale, and a plank in each bow and buttock, treenails and bolts of Iron driven out as per Rules, the condition of the Middle line fastenings ascertained, a new listing cut out in the Ceiling in the range of the floor heads  $\frac{1}{2}$  wide for  $\frac{1}{5}$  the length at each end of the hold on each side, and for the remaining  $\frac{3}{5}$  treenails driven out in the stakes of Bilge planking, the beam **7.46**

Present Condition of the Decks <b>Good</b>	Treenails <b>Good, large part new</b>	Windlass and Capstan <b>Good</b>
Waterways <b>Good</b>	Breasthooks and Stemson <b>Good</b>	Pumps <b>2<sup>nd</sup> of Iron, efficient</b>
Comings <b>Good</b>	Transoms, Pointers, and Crutches <b>Good</b>	Boats <b>One Good</b>
Upper Deck Beams & Fastenings <b>Good</b>	Timbers of the Frame at the openings <b>Good</b>	Masts, Yards, &c. <b>Good</b>
Lower Deck Beams & Fastenings <b>Good</b>	Ditto Ditto at other places <b>Good</b>	Condition, how ascertained <b>from examination and inquiry</b>
Planksheers <b>Good</b>	Keelsons <b>Good</b>	Sails <b>Good &amp; sufficient</b>
Sheerstrakes <b>Good</b>	Clamps and Shelves <b>Good, part new</b>	Anchors <b>No. of 2, Brown when Wedge</b>
Topsides <b>Good</b>	Ceiling <b>Good, part new</b>	Cables <b>Good &amp; sufficient</b>
Wales <b>Good</b>	Rudder <b>Good</b>	Hawsers and Warps <b>Good &amp; sufficient</b>
Plank (Bottom) and Counter <b>Good</b>	Copper <b>When put on</b>	Standing & Running Rigging <b>Good &amp; sufficient</b>
Engine Room Skylights <b>Coal Bunker, Openings, Lids, &amp;c.</b>	Caulking of <b>Good where tested</b>	Cargo and Main Hatchways <b>Good</b>
General Observations, Opinion as to Class, &c. <b>Specially surveyed in accordance with the Rules Section 34 Survey No. 2, is now in good and efficient condition and is eligible in our opinion to be continued 5 &amp; 7 from May 1845</b>	Bottom, Deck, & Waterways <b>Good</b>	Hatches <b>Good</b>

The Amount of Entry Fee ... £ **1 0 0** received by me, **J. W. Little**  
 Special ... £ **2 2 0** May 9 1876  
 Certificate (if required) ... £ **2 2 0**  
 (Travelling Expenses, if any, £ **2 16 0**)

Committee's Minute **12 May 1876**

Character assigned **Cowd A 1 for 5 yrs from May 1875**  
**J. W. Little** Surveyor to Lloyd's Register of British and Foreign Shipping.  
**John Watson** Special Builder  
**Foundation**



ends exposed by the removal of a stake of deck plank, next the waterways on each side. fastenings in knees and caulking tested. Windlass unhooked. Wood linings stripped, Chain Cables ranged on deck, outfit examined, and all requirements of the Rules for Continuation Survey for Sections 4 fully complied with.

Renewed 43 Septembers and 3<sup>rd</sup> futtucks of Larch Pitch Pine and French Oak; Deck shelf for a length of 32 feet  $4\frac{1}{2} \times 12\frac{1}{2}$  Pitch Pine, about 100 feet of Ceiling of Pitch Pine.

Rider Keelson of French Oak for a length of 18 feet  $10 \times 6\frac{1}{2}$ , about 300 feet of Ceiling taken off because defective and being good, was replaced and refastened, 2 Deck Beams of Larch, about 300 feet of outside planking  $2\frac{1}{2} \times 3\frac{1}{2}$  thick of Pitch Pine, about 1200 Greenauls of Pitch Pine, 150 feet of Deck plank. Vessel caulked overall.

Renewed for Damage, Keel for a length of 33 feet  $9\frac{1}{4} \times 13$ , and Middle line fastenings.

J. W. Kettle

Surveyor to Lloyd's Register

John Watson

John Watson.

Shipbuilder