

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 418** Survey held at *Antwerp* Date, first Survey *18<sup>th</sup> March* Last Survey *24<sup>th</sup> May* 1876

*156* on the *Iron Screw Steamer "Pauline David"* Master *Garavito*

TONNAGE under Tonnage Deck  
 Ditto of Spar Deck, or Avoing Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage *1316*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, cut on Bm. *1073*

Built at *Newcastle* When built *1863*  
 Owners *David Kirk & Co* Port belonging to *Antwerp*  
 Residence *Antwerp*  
 By whom built *Marshall* Destined Voyage *Antw - Black Sea*  
 If Surveyed Afloat or in Dry Dock *in dry dock & afloat*

Length of Poop *13* ft. Ditto, Forecastle *13* ft. Ditto, Raised Quarter Deck *13* ft. Years assigned. *1* Character in Register Book. *E. 1.*

Last Survey, No. *13064* Port *Antwerp* Classed *1*

REPAIRS, OR EXAMINATION AS PER RULE *Special Survey No. 3 & repairs* S.S. No. 3-72

Placed in dry dock, stages made, the hold cleared, all the close ceiling in the hold removed & coal bunkers cleared, so that the rivets, plates of keel, flat of bottom, the whole of the frames, stringers, bracks, floor plates, keelsons, longins & boiler beams, ends of beams, water tight bulkheads, inner surface of plating, keelson in bottom were exposed; all oxidation beaten off the several parts above named and the vessel outside from keel to rail including stem, stern post & rudder scraped bright. The vessel thus prepared was thoroughly examined all outside & inside and the thickness of the plating ascertained by drilling. On examination found the keelson in bottom in some places damaged, some rivets in the outside plating on port side above the bilges started, upper deck in several parts reduced to two inches in thickness; the following damage was sustained through tempestuous weather & high seas on the vessel's last passage from the Black Sea to this port, in March last viz: Rudder damaged, housing of rudder gear, compasses, binnacle & c washed overboard, rail on port side broken.

Present Condition of the

Decks <i>upper &amp; lower</i> remained good	Treenails <i>good</i>	Windlass and Capstan <i>good</i>
Waterways <i>good</i>	Breasthooks and Stems <i>good</i>	Pumps <i>overhauled</i>
Comings <i>good</i>	Transoms, Pointers, and Crutches <i>good</i>	Boats <i>repaired</i>
Upper Deck Beams & Fastenings <i>good</i>	Timbers of the Frame at the openings <i>good</i>	Masts, Yards, &c. <i>good</i>
Lower Deck Beams & Fastenings <i>good</i>	Ditto Ditto at other places <i>good</i>	Condition, how ascertained <i>thoroughly overhauled</i>
Planksheers <i>good</i>	Keelsons <i>good</i>	Sails <i>repaired &amp; renewed</i>
Sheerstrakes <i>good</i>	Clamps and Shelves <i>good</i>	Anchors No. of <i>3</i> <i>1. 2. 3.</i>
Topsides <i>good</i>	Ceiling <i>entirely renewed</i>	Cables <i>sufficient in size &amp; length</i>
Wales <i>good</i>	Rudder <i>repaired</i>	Hawsers and Warps <i>most all renewed</i>
Plank (Bottom) and Counter <i>good</i>	Copper <i>composit</i> When put on <i>new</i>	Standing & Running Rigging <i>good</i>
	Caulking of <i>good</i>	
	Bottom, Deck, & Waterways <i>new done</i>	

Engine Room Skylights *good* Coal Bunker, Openings, Lids, &c. *good* Scuppers *good* Cargo and Main Hatchways *good* Hatches *new*

General Observations, Opinion as to Class, &c. *This vessel has been thoroughly overhauled & repaired, she is at present in good condition, fit for the safe carriage of dry and perishable goods to and from all parts of the world, and in our opinion eligible to be continued as classed E. 1, and marked in the Register Book as S. S. No. 3-72 Antwerp 1876.*

The Amount of Entry Fee... £ 3 : : : received by me, }  
 Extra attendance Special... £ 12 : : : 27/5 1876 }  
 Certificate (if required) ... £ : 5 : :  
 (Travelling Expenses, if any, £ )

Committee's Minute *30<sup>th</sup> May* 1876

Character assigned *E. 1*

*DRW S.S. No. 3-72* *Dep 7/6* *WD 7/6*

IRON 466-0399

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

18,000-1/11/75

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cummings of deck-house started, foundations of Winches on deck started, Boats and Boat-checks damaged, hatches smashed, pilot-bridge broken, sails lost, standing and running rigging damaged &c &c.

Repairs now done: Cement in bottom repaired and the Vessel about 18" higher re-mented all fore & aft on each side; rivets on port side above the bilges backed out and renewed; the whole of the close ceiling renewed with 3" white pine, renewed Windlass, houses on deck, reshipped keelson & mizemast, renewed the whole of upper deck with 3" & 3 1/2" yellow pine, rudder repaired, steering gear, pumps &c overhauled, renewed all the hatches; repaired port rail; Boats & Boat-checks; renewed & repaired sail, renewed part of standing rigging; renewed some hawsers & warps; varnished cables, for examination; reshipped keelson; replaced house on deck, and all other necessary repairs of whatever nature & kind, fully complied with.

The Mizem-mast has not been reshipped; the Vessel is now Schooner rigged. Regarding damages, repairs, and present condition of Machinery & Boilers, please see the attached Engineer-Surveyor's Report.

Annapolis 26<sup>th</sup> May 1876.

W. P. Smith  
J. H. Denton