49174

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

(Received at London Office, MON 11 FEB 1889)

No. ..... Date of Writing Report Feb. 4th 1889 Port of London

No. in Reg. Book. 352 Survey held at London Date, first Survey Jan 30 Last Survey Jan 31st 1889

on the Machinery of the S.S. Pickwick Master ..... No. of Visits 2

Tonnage { Gross 1141 / Net 731 } Vessel built at Sunderland By whom W. Pile & Co When (Year) 1871 (Month) Jan

Registered Horse Power 110 Engines made at N.E. Marine Co When 1871 Boilers, when made (Main) 1880 (Donkey) 1880

No. of Main Boilers 2 Owners C. C. Barton Port N.Ts Shields Voyage .....

Steam Pressure— in Main Boilers 70 in Donkey Boiler 44 If Surveyed Afloat or in Dry Dock Carters Dry Dk (State name of Dock.) Millwall Dock Class of Vessel & Machinery (as in Register Book.) GOA 1.288 L.M.C. 2.88.

Last Survey No. ..... Port .....

Particulars of Examination and Repairs (if any) Annual Boiler Survey

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case .....

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? 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? .....

Examined all sea cocks and connections, propeller and ~~intermediate~~ propeller-shaft and stern tube — all in good working order — Stern tube relined with lignum-vitae.

Examined both main boilers internally and externally — both in sound condition — Examined steam chests main & Donkey safety valves and all check valves — all in good order —

Examined Donkey-boiler internally and externally — blister in furnace flue — Plate drilled and found sufficiently thick —

Feb. 8th. Millwall Dock. Adjusted the main safety valves to 70 lbs under steam. The donkey boiler has been repaired by fitting a new flange at the connection between the furnace crown & the uptake, & a new doubling ring round the man hole.

" 11 Adjusted winch boiler valve to 44 lbs under steam

General Observations, Opinion, and Recommendation:— The machinery being now found in a sound & efficient condition & the vessel eligible in my opinion to remain as classed & to have BS-1,89 now recorded

(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.)

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 14 2 1889
Survey Fee (per Section 28)	£ 2 : 2 : 0	
Special Damage, Fee (per Section 28)	£ : :	
Certificate (if required) as per margin	£ : :	Received by me, 7/2 1889
Travelling Expenses (if chargeable)	£ : :	

Thos. L. Gray

Herbert M. Rogers.

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

Committee's Minute FRIDAY 15 FEB 1889

Assigned B S 1/89

Note if a Report is also sent on the Wrought Iron Work of the Hull, the Surveyor to the Hull should be informed of the Number and Date of this Report.

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

LONBBS-0101

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.

It is submitted that this vessel is eligible to have B.S. 1-89. recorded.

W.A.

14.2.89.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.