

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

No. *357* Date of Writing Report *18* Port of *London*
 Reg. Book. Survey held at *London* Date, first Survey *28th Feby* Last Survey *6 March 1890*
 on the Machinery of the *S. S. Pickwick* Master *W. P. & Co* No. of Visits *2*
 Tonnage { Gross *1141* Net *731* Vessel built at *Sunderland* By whom *W. P. & Co* When *1871* Boilers, when made (Main) *1880* (Donkey)
 Registered Horse Power *110* Engines made at *Sunderland* Owners *C. C. Barton* Port *N Shields* Voyage
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Millwall Dock* Class of Vessel & Machinery
 Steam Pressure in Main Boilers *70* (State name of Dock.)
 in Donkey Boiler *50*

Last Survey No. *23140* Port *Swire* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *90A. 6. 89. L.M.C. 2. 88. 35. 89. 2. 207. 88*

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?
 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 2 main boilers and their donkeys and safety valves and found them good.

Examined the donkey boiler and its safety valve & found it good.

The main and donkey safety valves were found to blow off at their respective working pressures & to be in good working order.

General Observations, Opinion, and Recommendation:— As far as seen the

machinery of this vessel is in a safe working condition and eligible in my opinion to have the notification

B.S. 3. 90 recorded in the Register Book.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for

Survey Fee (per Section 28) £ *2* : : *27. 3. 1890*

Special Damage Fee (per Section 28) £ : : Received by me,

Certificate (if required) as per margin £ : : *18. 4. 1891*

Travelling Expenses (if chargeable) £ : : *18. 4. 1891*

Committee's Minute *FRIDAY 28 MARCH 1890* *TUES 19 AUGUST 1890*

Assigned *BS 3/90*

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

C. D. Stromeier

27. 3. 1890

18. 4. 1891

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18. 4. 1891

It is submitted that this
vessel is eligible to
have B.S. 3 90
recorded—
W.A.
27-3-90



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Foundation