

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Jan 31st 1893* When handed in at Local Office *Feb 1st 1893* Port of *London* LRS. 2 FEB 1893

No. in Survey held at *London* Date, First Survey *Jan 4th* Last Survey *Jan 31st 1893*
Reg. Book. *312* on the *Wood, Iron or Steel* *S. D. Pickwick* Master *J. C. B. Balmain*

TONNAGE:— Built at *Puntdland* By whom *W. Pile & Co* When *1841-8*
GROSS *1141* Owners *C. C. Barton* Port belonging to *R. Shields*
UNDER DK. *899*
NET *731* Owners' Address

Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Regents'* Destined Voyage *Leghorn*
WB=DBa tons; f tons; uE&B tons; CellDB tons; }
FPT tons; APT tons; MT tons. }

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

CHARACTER. ☒ for Special Survey. Date of last Survey and of Periodical Surveys. Years Assigned now expired. Machinery and Boiler Surveys (including date of N.B., if any).

+90A1.11.92 *LMC 2.92*
DD Pwr No 3-12-84
DD Pwr No 2-92

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Last Survey, No. *5419* Port *London*

(Periodical Surveys, when held, must be reported in detail and seriatim 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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hausers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage by collision*

This vessel is said to have received damage to her bows by collision with the S.S. "Grange" in the Thames on the 21st of December 1892.

The following has been done to her in consequence of this damage: viz.—

The vessel placed in dry dock & the bottom examined, cleaned & painted.—

Stem
The stem removed, welded where broken, & replaced.—

Sheel Plates

Port side:— No 1 plate in the 3rd strake above the sheer strake, No 1+2 plates in the 2nd & 1st strakes above the same, No 1 plate in the sheer strake, & No 1 plate in the 1st, 2nd, 3rd, & 4th strakes

SUMMARY OF DAMAGE REPAIRS:— *Plates, Painted or Repaired: 4 Frames, ditto. 19 Plates, Renewed: 2 Frames, ditto. Other Repairs as stated*

PRESENT CONDITION OF THE		Transoms, Decks, & Gunwales		Copper, or Y.M.		Hatches	
Decks	<i>Good</i>	Timbers of Frame at the openings	<i>Good</i>	(State if on Felt.)	<i>Good</i>	Boats	<i>Good</i>
Waterways	<i>"</i>	Ditto ditto at other places	<i>"</i>	When put on, Month	<i>Good</i>	Masts, Yards, &c.	<i>"</i>
Stowings	<i>"</i>	Keelsons	<i>"</i>	Rudder	<i>Good</i>	Condition, how ascertained	<i>from S.H.</i>
Port Dk. Beams & Fastenings	<i>"</i>	Chains, Chains & Stringers	<i>"</i>	Windlass & Capstan	<i>"</i>	Sails	<i>said to be good</i>
Starboard Dk. Beams & Fastenings	<i>"</i>	Salting (State if examined.)	<i>"</i>	Pumps	<i>"</i>	Equipment letter	<i>"</i>
Decking	<i>"</i>	Ceiling	<i>"</i>	Engine Room Skylights	<i>"</i>	Anchors, No. of	<i>3 B. 16. 2 1/2</i>
Stowage	<i>"</i>	Cement or Asphalt (State which.)	<i>"</i>	Coal Bunker, Open'gs, Lids, &c.	<i>"</i>	Cables (State if now ranged)	<i>20</i>
Stowage or Rivets	<i>"</i>	Tanks (State if now tested.)	<i>Not run</i>	Scuppers	<i>"</i>	length size	<i>"</i>
Stowage & Stemson	<i>"</i>	Caulking of Bot'm, D'k, & Wat'rw'ys	<i>"</i>	Cargo & Main H'tch'w'ys	<i>"</i>	Rule length size	<i>"</i>
						Hawsers & Warps	<i>Good</i>
						Standing & Running Rigging	<i>"</i>

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is now in good condition, eligible in my opinion to remain as classed with fresh record of 1-93 in the Regt. Book.—

Fee (if chargeable) per Scale II., Sec. 27 £ *3* : *3* : Fees applied for, *21/21 18.93*
Fee (per Section 27) £ *3* : *3* : Received by me, *11/21 18.93*
Damage or Repair Fee (if any) £ : :
Expenses (if chargeable) £ : :
Surveyor's Fee (if any) £ : :
Certificate now required? *13.*

Committee's Minute
Character assigned *BS1, 93* *90A1* *drp 93*
Surveyor to Lloyd's Register of British & Foreign Shipping.
Lloyd's Register Foundation
LON 698-0083

54056 Jan.

below the same, together with the doubling plates under the plates in the 3rd, & 4th strakes below the sheer strake, also a garboard plate at the turn of the stem, all renewed. —

Star^d side. The 1st plate in the 3rd, 2nd, & 1st strake above the sheer strake, also in the sheer strake, & in the garboard plate at the turn of the stem, & the next above it all renewed. —

Frames

The 1st & 2nd frames renewed on the port-side, & partly renewed on the star^d side. — The 6th & 4th on the port side, & the 3rd 4th & 5th on the star^d side repaired. —

4 Rivern bars on the star^d side repaired, & 3 legs renewed. —

Forecastle deck

The windlass removed & replaced, 2 hawse pipes renewed, 7 long planks, & 6 short-ones renewed, also 3 pieces of water-way plank, & part of the iron $\frac{1}{2}$ round moulding on the port-side, 1 stringer plate, 1 tie plate, & one deck beam renewed on the port-side. —

Quam deck

A considerable amount of the deck at the fore end under the forecastle renewed, 1 side stringer on the port-side, 1 tie plate, & 1 deck beam renewed. —

Lower deck

One side stringer plate on the port side, part of the bar stringer on the same side, & one deck beam renewed. —

Other Repairs

A considerable number of rivets attaching the frames to the shell of the ship in the upper side bunkers removed on both sides of the same, & renewed. —

Francis Nelson