

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

(Received at London Office.....) **WED. 25 JAN 1893**
Date of writing Report 25th Jan^y 1893 When handed in at Local Office 18 Port of London

No. in Reg. Book. 312 Survey held at London Date, First Survey 5th Jan^y 1893 Last Survey 24th Jan^y 1893
on the Machinery of the Wood, Iron or Steel S.S. "Pickwick" Master Balmain (No. of Visits 4)

Tonnage { Gross 1141 Vessel built at Said. By whom W. Pile & Co When 1871
Net 731 Engines made at do Boilers, when made (Main) 1880 (Donkey) 1880
Registered Horse Power 110 Owners C. C. Barton Port N. Shields Voyage ✓

No. of Main Boilers 2 Steam Pressure in Main Boilers 70 lbs in Donkey Boiler 40 lbs
Surveyed Afloat & in Dry Dock Regents Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port London Condition Annual P.S.
Particulars of Examination and Repairs (if any) Annual P.S.

(Periodical Surveys, when held, must be reported in detail and serially 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
Do. " Donkey " " " Yes

If this was not done, state for what reasons? All examined

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? 70 lbs

At what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? 40 lbs

To what pressure were they afterwards adjusted? Complete

If the Survey is not complete state what arrangements have been made for its completion? Complete

This vessel was placed in dry dock
Propeller, stem bush and sea connection fastenings, examined
and found in good condition.
Examined main and donkey boilers together with their safety
valves. main boilers found in good condition, donkey boiler
shell found somewhat wasted by corrosion in steam space. two
test holes were drilled, thickness of plating ^{found} good for the working pressure
a thin place at the bottom of the fire box, has been cut out, and a
riveted patch effectually fitted.
The main and donkey boilers run since under steam, and their safety
valves adjusted to lift at 70 lbs & 40 lbs respectively.

General Observations, Opinion, and Recommendation:— The boilers now being in
(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: thus, for example, B.S. 0,02, B.&M.S. 0,02 or L.M.C. 0,02, as the case may be.)
good order & safe working condition, renders the vessel in our
opinion eligible to remain as classed, and to have **B.S. 193.**
recorded in the register book

Office or Registration Fee (per Sec. 27)..... £ : : Fees applied for 2/21 1893
Survey Fee (per Section 28)..... £ 2 - - - Received by me, 11/21 1893
Special Damage Fee (per Section 28)..... £ : :
Travelling Expenses (if chargeable)..... £ : :
State if Certificate is required ✓
Geo. E. Murrenison.
Robert Bayour
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

It is submitted that
this vessel is eligible for
THE RECORD No. 1-93

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.

Oct.
22.93

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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