

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18 When handed in at Local Office 18

Port of

No. in
Reg. Book.

Survey held at

Date, First Survey 19 August Last Survey 10 Dec 1895

196 on the Wood, Iron or Steel S.S. "Pembroke Castle"

Master J. Greagh

TONNAGE:

GROSS 3848

UNDER DECK 3639

NET 2521

Built at Banow

By whom Banow S. & Co. (Linn)

When 1883

Owners D. Currie & Co.

Port belonging to London

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Loran

Destined Voyage Cape of Good Hope

WB = Cold DB = DBa 90ft - 190 tons; uE&B tons; f tons; }
FPT tons; APT tons; MT tons.

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

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any).

Last Survey, No. 56444 Port Loran

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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers 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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 3

Vessel placed in dry dock, Holds, bunkers and peaks cleared. All ceiling removed. Stowhold plates and floor in engine room lifted. The cement found to be everywhere in good condition and closely adhering to the iron. All oxidation stripped off the surfaces of frames, floors, reverses & also on the inside and outside of the shell plating. Several holes drilled in the shell plating in tween decks bunkers on each side, where locally fitted. It was not considered necessary to drill the shell plating in order to ascertain its thickness elsewhere. All the floor plates under boilers drilled, upper deck plank bored and its thickness measured at different places. Chain cables ran. Mast spans and rigger examined from aloft; most wedges removed. Watertight doors, sluices pumps & overhauled. Water ballast tank tested with water pressure. Its interior examined. Repairs now done. The double reverse angles on twelve frames in stowhold renewed from bulge to bulge and properly shifted and strapped. Foundation plate of Centre Keelson and both lower angles to same renewed throughout stowhold. Etc.

SUMMARY OF DAMAGE REPAIRS:—

Plates. Frames. R. Frames. Floors. Beams. Other Items:—

Renewed ...

Faired or Repaired ...

PRESENT CONDITION OF THE

Decks Good

Waterways "

Coamings "

Up'r Dk. Beams & Fastenings "

Low'r Dk. Beams & Fastenings "

Plating "

Planking "

Treenails or Rivets "

Breasthooks & Stems "

Transoms, Pointers, & Crutches "

Timbers of Frame at the openings Good

Ditto ditto at other places "

Keelsons "

Clamps, Shelves & Stringers "

Siding (State if examined.) "

Ceiling "

Cement or Asphalt (State which.) Yes

Tanks (State if now tested.) "

Caulking of Bot'm, D'k, & Wat'rw'ys. "

Copper, or Y.M. (State if on Fell.) "

When put on, Month Year.

Rudder Good

Windlass & Capstan "

Pumps "

Sluice Valves "

Watertight Doors "

D'g. Plates under Sounding Pipes "

Engine Room Skylights "

Coal Bunker, Open'gs, Lids, &c. "

Scuppers "

Cargo & Main H'tch'w'ys. "

Hatches Good

Boats "

Masts, Yards, &c. "

Condition, how ascertained From aloft (State if wedges removed)

Sails Good

Equipment letter W

Anchors, No. of 3B 15 1K

Cables (State if now ranged)

" length 300 size 2 3/16

" Rule length 270 size 2 7/16

Hawsers & Warps Good

Standing & Running Rigging "

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 a good and efficient condition and the Rule for the third Special Survey having been complied with, she is eligible in our opinion to remain as classed with record of survey 12.95 and the notation S.S. No 3. 12.95

Office Fee (if chargeable) per Scale II., Sec. 27 £

Survey Fee (per Section 28) £ 19

Special Damage or Repair Fee (if any) (per Sec. 28.) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

26/12/1895

Received by me,

31.12.1895

11.96

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

FRI. JAN 3 1896

Character assigned

3 rat.

+ 2 MC 12 95

u 5 B 95

ss. No. 3-12 95

Lloyd's Register Foundation

GLS 173-0354 1/2

MON. DEC 30 1895

Port of *Glasgow*

Continuation of Report No. 114148 dated 21 Dec^r 1895 on the

S.S. "Pembroke Castle"

angles to side keelsons partly renewed in stokehold and further stiffened with a rider plate. Butt straps renewed to centre vertical plate of middle line keelson under boilers. In pocket lumbers at sides of boilers 3 wasted reverse frames doubled on starboard side and 2 on port side. In forward main lumber 8 wasted reverse frames doubled on port side and 4 on starboard side. In twelve deck lumbers 3 doubling plates riveted over local fitting to shell on Starbd. and 1 on port side - also 3 reverse angles doubled on each side. Five reverse frames doubled in engine room on Starbd side. Two bow plates doubled on each side as protection against injury from anchors - doublings 18½ ft long.

Several teak deck planks renewed in alleyways under bridge and under fore-castle deck.

Alterations. New second class saloon built at aft end of bridge on upper deck of steel. Engine casing above upper deck extended 19 feet further aft.

No 4 hatchway reduced in length 8 ft on both upper and main deck.

Plating on top of side houses - at after part - renewed - and extended 24 ft further aft - also connected on inner edge to roof of new 2nd class saloon.

Bridge deck plated over beams with 3/8" x 1/4" plating as far as lumber hatchway at fore part from whence the plating is tapered to the breadth of stringer plate at fore side of main rigger. A steel casing extended from the casing to S.B. hatchway on bridge deck to height of 7 ft and extended aft 18 ft to form 1st class smoking room and 2 additional state rooms. Several pillars faired in main hold.

J. J. B.
P.E.O. 14/10