

50226

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

(Received at London Office, THURS 23 JAN 1890)

No. 210 Date of Writing Report 30 Dec 89 Port of London

No. in Reg. Book 210 Survey held at London Date, first Survey 30 Dec 89 Last Survey 188

on the Machinery of the S.S. Pophroke Castle Master W. J. Pophroke No. of Visits 7

Tonnage Gross 3878 Net 2521 Vessel built at Barrow By whom Barrow S & Co When 1883 YEAR. MONTH. 7

Registered Horse Power 450 Engines made at Barrow When 1883 Boilers, when made (Main) 1883 (Donkey) 1885

No. of Main Boilers 2 Owners Donald Currie & Co Port London Voyage

Steam Pressure in Main Boilers 90 If Surveyed Afloat or in Dry Dock in Dry Dock Class of Vessel & Machinery 100A1689
(As in Register Book, including date of last Boiler Survey.) thinc. 288

in Donkey Boiler 90 Last Survey No. 50188 Port Lon 1888

Particulars of Examination and Repairs (if any) new furnaces, no donkey boiler
(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 these parts of each boiler?

Both furnaces of the donkey boiler of this vessel had collapsed and have been replaced by new ones as shown in the attached tracing.

There being no time to have steel tests carried out on the plates of the new furnaces, it is submitted that in view of satisfactory nature of all test out Browns steel the attached copy of the Record of Trade Tests be accepted as satisfactory.

While being fitted the furnaces had every appearance of being made of good material.

The main Boilers were in use during the vessels stay in London but will be submitted for survey on the vessels return from her present voyage in about 6 weeks time

General Observations, Opinion, and Recommendation:-- It is submitted that this vessel is eligible to remain as classed.

(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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for 188 received by me, 188
Survey Fee (per Section 25)	£	:	:	
Special Damage Fee (per Section 25)	£	:	:	
Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute TUES 23 JAN 1890 FRI 30 MAY 1890 TUES 19 AUGUST 1890

Assigned Deferred for B.S.

Lloyd's Register Foundation
 LON 688 - 0239

State, in a separate column, if not in the margin, the name of the vessel, and when, one will be sent.
 Transfer Fee—£100, 25/1/89. * Certificate to be sent to
 are requested not to write on or below the space for Committee's Minute

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

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 remain as classed.
W.A.
27-1-90

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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