

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

No. *240* Date of Writing Report *24 May* 18 *90* Port of *London*  
 Reg. Book. Survey held at *London* Date, first Survey *24 April* Last Survey *24 May* 18 *90*  
 on the Machinery of the *S. S. Pembroke Castle* No. of Visits  
 Tonnage Gross *3578* Net *2521* Vessel built at *Barrow* By whom *Barrow S B Co.* When *1883* Boilers, when made (Main) *1883* (Donkey)  
 Registered Horse Power *450* Engines made at *Barrow* When *1883* Owners *J. Currie & Co* Port *London* Voyage *Cape Town*  
 No. of Main Boilers *2* Steam Pressure in Main Boilers *90* If Surveyed Afloat or in Dry Dock *Greens Dry Dock* Class of Vessel & Machinery *100 H.P. 1.659*  
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 2.88.*

Last Survey No. *50670* Port *Lon*  
 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?  
☒ 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 double ended boilers and safety valves and found them good.*

*Examined donkey boiler and its safety valve & found them good. A steel patch on the bottom of the boiler has been refitted.*

*The thrust shaft was found to contain a longitudinal flaw extending into one of the pins. A new shaft has been fitted.*

*The aft length of the tunnel shafting has a circumferential mark in its journal. This does not appear to be of a serious nature.*

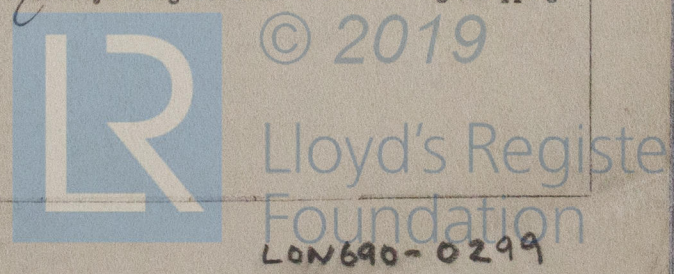
*Main valves tested under steam & found to blow at 90 lbs satisfactorily, and the winch valves at 80 lbs per sq inch.*

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. 5-90 recorded in the Register Book.*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : -	<i>295. 1890</i>
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>29/4.18.91</i>

*W. H. Gray & Co. Surveyors*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 30, MAY 1890*  
 Assigned *BS 5/90*



Form No. 9—Transferable—5000, 9/12/89  
 \*Certificate to be sent to  
 The Surveyors are requested not to write on or below the space for Committee's Minutes.

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  
have B.S. 5-90  
recorded.  
W.A.  
29-5-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation