

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

No. *184* Date of Writing Report *14<sup>th</sup> Aug: 1890* Port of *London* Received at London Office. *15 AUGUST 1890*

No. in Reg. Book. *184* Survey held at *London* Date, first Survey *Aug: 11<sup>th</sup>* Last Survey *Aug: 12<sup>th</sup> 1890*

*on the Machinery of the s/s "Pembroke Castle"* Master *H. Rigby* No. of Visits *2*

Tonnage Gross *3878* Net *2521* Vessel built at *Barrow* By whom *Barrow S.B. Co. Ltd* When *1883* Boilers, when made (Main) *1883* (Donkey) *-*

Registered Horse Power *450* Engines made at *Barrow* Owners *S. Currie & Co.* Port *London* Voyage *-*

No. of Main Boilers *-* Steam Pressure in Main Boilers *90* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *+100 A.1.6*

in Donkey Boiler *51005* (State name of Dock.) *Essex Blackwall* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ L.M.C. 2.88*

Last Survey No. *1-88* Port *London*

## Particulars of Examination and Repairs (if any)

(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 those parts of each boiler?

*Examined sea connections and propeller fastenings, found all in order.*

## General Observations, Opinion, and Recommendation:—

(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.)

*The machinery of the vessel as far as seen was in good condition, and is eligible in my opinion to remain as classed.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	18
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

*H.P. Cornish*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

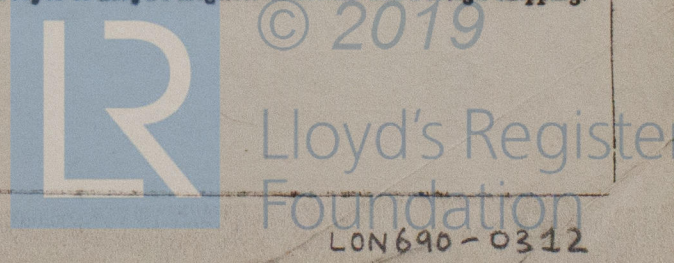
Committee's Minute *10 AUGUST 1890*

Assigned *Daford*

State if a Report is sent on the Ship or if not whether, and when, one will be sent.

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

T. & S. Form No. 2—Transfer Ink—6000, 9/12/89. \* Certificate to be sent to the Registrar of Shipping in the margin of the Committee's Minute.





It is submitted that this vessel  
is eligible to remain as classed

M.L.A.

19.8.90



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