

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

51005

No. 184 Date of Writing Report 14th Aug: 1890 Port of London
 No. in Reg. Book 184 Survey held at London Date, first Survey Aug: 11th Last Survey Aug: 12th 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 YEAR. MONTH. 7
 Registered Horse Power 450 Engines made at Barrow When 1883 Boilers, when made (Main) 1883 (Donkey) -
 No. of Main Boilers - Owners S. Currie & Co. Port London Voyage -
 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^a (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) SS Lon No. 88
 (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:—

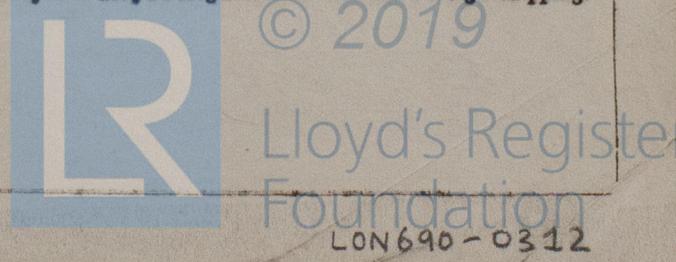
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
The machinery of the vessel as 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
 Assigned *D. Aspin*

TUES 19 AUGUST 1890



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 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

M.A.

19.8.90



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