

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

(Received at London Office. WED. 18 MAY 1892)

No. \_\_\_\_\_ Date of Writing Report May 17<sup>th</sup> 1892 Port of London

No. in Reg. Book 187 Survey held at London Date, first Survey April 23<sup>rd</sup> 1892 East Survey May 13<sup>th</sup> 1892

Machinery of the ss Embroke Castle Master \_\_\_\_\_ No. of Visits 5

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

Registered Horse Power 450 Engines made at do. When 1883 Owners D. Currie & Co. Port London Voyage \_\_\_\_\_

No. of Main Boilers Two If Surveyed Afloat or in Dry Dock Green's Dry Dock Class of Vessel & Machinery 100 A. 1. 4-91

Steam Pressure in Main Boilers 90 lbs in Donkey Boiler 80 lbs (State name of Dock.) Green's Dry Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) f June 2-88 B.S. 5-91

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ S.S. No. 121-88

## Particulars of Examination and Repairs (if any) pp. 2

(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 Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " " " Yes

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

At what pressure were they afterwards adjusted under steam? 90 lbs per sq. inch

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 80 lbs per sq. inch.

Examined cylinders, pistons, slide valves, pumps, sea-cocks, crank, thrust & tunnel shafting, and all sea-connections - stern truck, propeller & propeller fastenings, are in good condition

Examined main & donkey boilers & safety valves and found them in good condition -

adjusted safety valves to blow at 90 & 80 lbs per sq. inch respectively

General Observations, Opinion, and Recommendation:— The machinery is in good condition and the vessel is eligible in our opinion to have L.M.C. 5-92 recorded in the register book -

(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. 1,91, B.&L.S. 1,91 or L.M.C. 1,91, as the case may be.)

Office or Registration Fee (per Sec. 27)	£ 5.10.0	Fees applied for	<u>23/5/92</u>
Survey Fee (per Section 28)	£ :	Received by me,	<u>J.P. Cornish</u>
Special Damage Fee (per Section 28)	£ :	Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.	
Travelling Expenses (if chargeable)	£ :		

*It is submitted that  
this vessel is eligible for  
THE RECORD + L.M.C. 592*

*C.S.S.  
v. 592.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019  
Lloyd's Register  
Foundation