

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

No. 59150

FRI. 3 SEP 1897

Date of writing Report Sept 2 97 When handed in at Local Office 18 Port of London  
No. in Reg. Book. 197 Survey held at London Date, First Survey and Last Survey Sept 1<sup>st</sup> 1897  
on the Machinery of the Wood, Iron or Steel S.S. Pembroke Castle Master Marshall  
Tonnage { Gross 4045 Net 2541 Vessel built at Barrar By whom Barrar S.B. Co. Ltd When 1883 Boilers, when made (Main) 1883 (Donkey) 1895  
Registered Horse Power 466 Engines made at Do Owners Castle Mail Packet Co. Ltd Port London Voyage S. Africa  
No. of Main Boilers 2 No. of Donkey Boilers 1 If Surveyed At or in Dry Dock James Ld Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Steam Pressure in Main Boilers 90 lbs in Donkey Boilers 90 lbs

Last Survey No. Port Particulars of Examination and Repairs (if any) Docking  
(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? No  
Do. " Donkey " " " No  
If this was not done, state for what reasons? No Survey due  
And what parts of the Boilers could not be thus thoroughly examined? Completed  
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? Completed  
Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ At what pressure were they afterwards adjusted under steam? ✓  
Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted? ✓  
Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? ✓  
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed  
Examined propeller, stem bush, & sea connections fastenings, all in good condition. Screw shaft down to

General Observations, Opinion, and Recommendation: This vessel's Machinery is now  
State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon the survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 120 lb., F.D., &c.)  
as far as sea is good condition & in my opinion the vessel is  
eligible to remain as classed.

Registration Fee (per Sec. 27) £ : : Fees applied for  
Fee (per Section 28) £ : : 18  
Damage Fee (per Section 28) £ ✓ : :  
Expenses (if chargeable) £ : : Received by me, 18  
Certificate is required  
Committee's Minute TUES. 7 SEP 1897  
Signed As now

Im Salmon  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



*It is submitted that  
this vessel is eligible to  
remain as CLASSED.*

*W. L. S.*  
3.9.97

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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