

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

(Received at London Office

FRI. 27 OCT 1899

Date of writing Report October 26th 99 When handed in at Local Office 10 Port of London.

No. in Reg. Book 212 Survey held at London Date First Survey and Last Survey October 24th 1899

on the Machinery of the Wood, Iron or Steel P.S. Pembroke Castle Master Morrelli

Tonnage { Gross 4045 Net 2541 Vessel built at Barrow By whom Barrow S.S.C. Co. When 1858 YEAR. MONTH. 7

Registered Horse Power 456 Engines made at Barrow When 1853 Boilers, when made (Main) 1853 (Donkey) 1895

No. of Main Boilers 2 Owners (D. Currie & Co.) Port London Voyage S. Africa

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock James L. Dry Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 95 lb. in Donkey Boilers 95 lb.

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Donkey

CHARACTER.	Date of last Survey and of Periodical Surveys.	Year assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey.	<u>100 A.L. 8.99.</u>		<u>H.L.M.C. 12.95</u>
	<u>55 9/16 No. 3. 12. 95</u>		<u>B.S. 5.99.</u>

Periodical Surveys, when held, must be reported in detail and verbatim 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 summarized at the end of the report. State also the date 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? Survey not due.

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 these parts of each Boiler? _____

Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? _____

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? _____

Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? _____

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? 7/8"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed.

Examined propeller, stern bush, and sea connections fastenings, found same all in good condition.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

Office or Registration Fee (per Sec. 97).....	2	} Fees applied for	_____
Survey Fee (per Section 98).....	2		_____
Special Damage Fee (per Section 98).....	2		_____
Travelling Expenses (if chargeable).....	2		_____

Received by me, P.M. Salmon
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

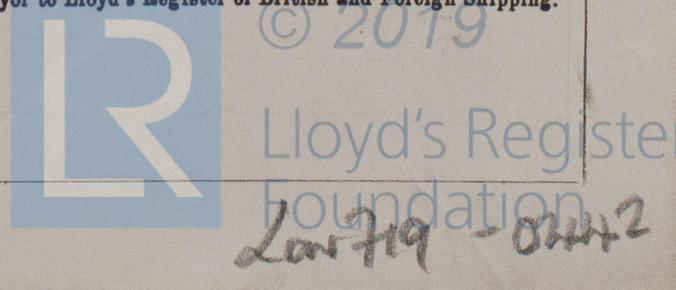
Committee's Minute TUES. OCT 31 1899

Assigned As now

If so, in the Report sent now, or when will it be sent?

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

*Certificates to be sent to



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 to cause it to show through to the other side.

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

27/1/99

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[Faint handwritten notes in the middle right section of the table]

[Faint handwritten notes in the bottom right section of the table]

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

