

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

(Received at London Office

FRI. 27 OCT 1899

Date of writing Report Oct 26<sup>th</sup> 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 Oct 24<sup>th</sup> 1899  
on the Machinery of the Wood, Iron or Steel P.S. Pembroke Castle Master Marshall  
Tonnage { Gross 4045 Vessel built at Barrrow By whom Barrrow S.S.C. Co. When 1888 YEAR. MONTH.  
Net 2541 Engines made at Donkey When 1883 Boilers, when made (Main) 1883 (Donkey) 1895  
Registered Horse Power 466 Owners (D. Currie & Co.) Port London Voyage S. Africa  
No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Shames L<sup>td</sup> Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
No. of Donkey Boilers 1 Steam Pressure 95 lb. in Main Boilers 95 lb. in Donkey Boilers 95 lb.

Last Survey No. Port Donkey  
Particulars of Examination and Repairs (if any) Donkey  
(Periodical Surveys, when held, must be reported in detail and certification 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 vitae 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.

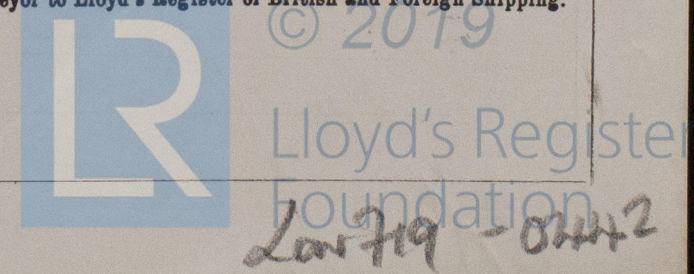
Examined propeller, stern bush, and sea connections fastenings, found same all in good condition.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now  
(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 this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, E.S. 9, 97, E.&M.S. 9, 97 or L.M.C. 9, 97, 100 lb., F.B., &c.)  
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 : 1 : 1 Fees applied for  
Survey Fee (per Section 98) 2 : 1 : 1 10  
Special Damage Fee (per Section 98) 2 : 1 : 1 Received by me,  
Travelling Expenses (if chargeable) 2 : 1 : 1 10  
State if Certificate is required

Committee's Minute TUES OCT 31 1899  
Assigned As now

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





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

27/10/99

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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