

REPORT of SURVEY for REPAIRS, &c.

Received in London Office

MONDAY 24 NOV 1884

No. 412 on the Iron Screw Steamer Drummond Castle Master Jeffries
 No. in Reg. Book. 412 Survey held at London Date, First Survey 1884 Last Survey Nov 1884
 TONNAGE:— NET 2381 Built at Glasgow By whom J. Elder & Co When 1881 2
 GROSS 3705 Owners J. Elder & Co Port belonging to London
 UNDER DECK 3537 Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock afloat Name of Dock East Dock Destined Voyage Cape
 Length of Poop ft. : of Forecastle ft. : of Raised Or. Deck ft. : Moulded Depth ft. : ins.
 (if these particulars are not yet recorded in the Register Book.)
 Classified 100 A.1.
 Last Survey, No. 44979 Port Gen
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in salt water ft. : ins.
 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.) as painted on Ship- in fresh water ft. : ins.

REPAIRS, OR EXAMINATION AS PER RULE

Damage Repairs.

An hole was driven through an outside plate about the 18 feet water mark just abait the collision bulkhead on the Port side. Caused by the head of the anchor
 A piece was cut out of the upper edge of the plate and another piece inserted 30"x18" double riveted, with a doubling piece behind, the small indent in the bulkhead being cut out and a piece inserted & supported by the doubling plate

PRESENT CONDITION OF THE

Decks	Plank (Bottom) & Counter	Ceiling	Boats
Waterways <u>Good</u>	Transoms or Rivets <u>Good</u>	Rudder <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Comings <u>Good</u>	Breasthooks & Stemson <u>Good</u>	Windlass & Capstan <u>Good</u>	Condition, how ascertained <u>from 25</u>
Up'r Dk. Beams & Fastenings <u>Good</u>	Transoms, Pointers, & Crutches <u>Good</u>	Pumps <u>Good</u>	Sails <u>2 Suit good</u>
Low'r Dk. Beams & Fastenings <u>Good</u>	Timbers of Frame at the openings <u>Good</u>	Cement (if Iron Ship) <u>Good</u>	Anchors No. <u>3, 18, 25</u>
Planksheers <u>Good</u>	Ditto ditto at other places <u>Good</u>	Caulking of Bot'm, D'k, & Watrways <u>Good</u>	Cables <u>what ever good</u>
Sheerstrakes <u>Good</u>	Keelsons <u>Good</u>	Copper, or Y.M. (State if on Felt.) <u>Good</u>	Hawsers & Warps <u>Sufficient</u>
Topsides <u>Good</u>	Clamps & Shelves <u>Good</u>	When put on <u>Good</u>	Standing & Running Rigging <u>Good</u>
Wales <u>Good</u>	Coal Bunker, Openings, Lids, &c. <u>Good</u>	Scuppers <u>Good</u>	Hatches <u>Good</u>
Engine Room Skylights <u>Good</u>		Cargo & Main Hatchways <u>Good</u>	

General Observations, Opinion as to Class, &c. :

This vessel now appears to be in a sound and efficient condition eligible in my opinion to remain as classed

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:
Survey Fee (per Section 28)	£	1	10
Special Damage Fee (if any) (per Sec. 28)	£	:	:
*Certificate (if required)	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

received by me
12-12-1885

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned

TUESDAY 25 NOV 1884



Lloyd's Register
Foundation