

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

No. _____ Date of Writing Report *25 Mar 1889* Port of *London* (Received at London Office, **TUES 26 MARCH 1889**)

No. in Reg. Book. *382* Survey held at *London* Date, first Survey *22 Mar 1889* Last Survey *22 Mar 1889*

382 on the Machinery of the *Sm s/s "Drummond Castle"* Master _____ No. of Visits *1*

Tonnage { Gross *2387* Net *3705* Vessel built at *Glasgow* By whom *Elder & Co* When *1887* YEAR. MONTH. *2*

Registered Horse Power *500* Engines made at *Liverpool* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*

No. of Main Boilers *3* Owners *J. Currie & Co* Port *London* Voyage *Cape Town*

Steam Pressure in Main Boilers *150* If Surveyed Afloat or in Dry Dock *Green* Class of Vessel & Machinery *100 A1-188* (As in Register Book, including date of last Boiler Survey.) *+ L.M.C. -10, 87*

in Donkey Boiler _____

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *Condition*

(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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

Sea connections and propeller fastenings examined and found in good condition.

General Observations, Opinion, and Recommendation:— *The machinery being now as far as seen in a sound & efficient condition renders the vessel eligible in my opinion to remain as classed*

(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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	} Fees applied for
Survey Fee (per Section 28)	£ : :	
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable).....	£ : :	
		received by me,
		188

J. H. L. Gray
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **TUES 2 APRIL 1889**

Assigned *Remain as classed*

FRIDAY 14 MARCH 1890



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

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.

*It is submitted that this
vessel is eligible to
remain as classed*

N.A.

2-4-89.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN