

REPORT of SURVEY for REPAIRS, &c.

49635

Received in London Office,

SAT 6 JULY 1889

No. *383* Date of Writing Report *July 4th 1889* Port of *London*
 No. in Survey held at *London* Date, First Survey *June 14th 1889* Last Survey *June 27th 1889*
 Book. *383* on the *Iron Screw Steamer "DRUMMOND CASTLE"* No. of Visits *Seven* Master *Winchester*

TONNAGE:—
 NET *2381* Built at *Glasgow* By whom *J. Elder & Co.* When *1881-2*
 GROSS *3705* Owners *Mr D. Currie & Co.* Port belonging to *London*
 UNDER DK. *3537* Owner's Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Both* Name of Dock *Green's Dock, S.W.* 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.)

Classed *100A1*
 Last Survey, No. *49325* Port *Ln N.B. 87 - L.M.C. 10-87* *S.P. Lon. No. 1-85* *1.88*
 (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 Summer *mm* ft. *mm* ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) as painted on Ship in Winter *mm* ft. *mm* ins.
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *the Special Survey No. 2*

This vessel was examined whilst afloat in the East India Dock Basin and also when dry in Mr. Green & Co's Dock, Blackwall. In addition to the requirements of the Rules with regard to the same, the whole of the loose ceiling in the flat of the Bottom was removed; the cement throughout was found in first class order; the floors, reversed frames &c. were scraped & painted and the ceiling a portion of which was renewed in the fore cross Bunkers was re-laid as before.

The Sides of Holds, Green Berks, Bunkers, Fore & After Peaks, also midship Deep Tank (generally used as a Bunker) and the After W. B. Tank were examined, found in good & sound condition and painted. The After water Ballast Tank was filled and tested by water pressure in accordance with the Rules, but owing to arrangements having previously been made for coaling, the midship Deep Tank had to be left over and the owners have undertaken to have the same

| PRESENT CONDITION OF THE | <i>Good</i> | <i>Fair</i> | <i>Good</i> | <i>Good</i> | <i>Good</i> |
|------------------------------|-------------|--|-------------|------------------------------------|-------------|
| Decks | <i>Good</i> | Plank (Bottom) & Counter | <i>Good</i> | Ceiling | <i>Good</i> |
| Waterways | <i>Good</i> | Treenails or Rivets | <i>Good</i> | Rudder | <i>Good</i> |
| Comings | <i>Good</i> | Breasthooks and Stemson | <i>Good</i> | Windlass & Capstan | <i>Good</i> |
| Up'r Dk. Beams & Fastenings | <i>Good</i> | Transoms, Pointers & Crutches | <i>Good</i> | Pumps | <i>Good</i> |
| Low'r Dk. Beams & Fastenings | <i>Good</i> | Timbered Frame at the opening | <i>Good</i> | Cement (If Iron Ship) | <i>Good</i> |
| Planksheers | <i>Good</i> | Timber ditto at other places | <i>Good</i> | Caulking of Bot'm, D'k, & Watrways | <i>Good</i> |
| Sheerstrakes | <i>Good</i> | Keelsons | <i>Good</i> | Scupper | <i>Good</i> |
| Topsides | <i>Good</i> | Clamps & Shelves | <i>Good</i> | Scupper | <i>Good</i> |
| Wales | <i>Good</i> | | <i>Good</i> | Scupper | <i>Good</i> |
| Engine Room Skylights | <i>Good</i> | Coal Bunker, Openings, Lids, &c. | <i>Good</i> | Scuppers | <i>Good</i> |
| | <i>Good</i> | | <i>Good</i> | Cargo & Main Hatchways | <i>Good</i> |
| | <i>Good</i> | | <i>Good</i> | Hatches | <i>Good</i> |

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now in good and efficient condition. The whole of the requirements of the Rules for the Special Survey No. 2 having been fully complied with, excepting the testing of the midship Deep Tank referred to above. I would respectfully submit that she is entitled to remain as classed & to have the notation "S.P. Lon. No. 2-89 100A1-G-89" recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27... £
 Office Fee (if chargeable) per Scale II., Sec. 27... £
 Survey Fee (per Section 28) ... £
 Special on Damage, Fee (if any) (per Sec. 28) ... £
 *Certificate (if required) to be sent as per margin ... £
 Travelling Expenses (if chargeable) ... £
 Second Surveyor's Fee (if any) ... £

Committee's Minute *TUES 9 JULY 1889*
 Character assigned *Deferred for completion*
 Received by me, *Henri Wilkinson*
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 FRIDAY 14 MARCH 1890
 LON 686-0301

tested on the vessel's return from present intended voyage.

The Masts, Shrou, Standing and Running Rigger were examined; both the Fore and the Main Upper topsail yards which were found defective have since been replaced by new and the Rigger, eye-bolts &c. were overhauled & repaired as required.

Externally, the vessel was found in first class condition and was cleaned and painted; the Anchors & chains, Rudder, Steering gear, Windlasses, Pumps, Valve boxes, Sluices, Soundings & Air pipes, Ropes & general Outfit were also examined and found complete & in good order, and the vessel throughout was put in a thoroughly good and efficient condition.

To complete the S.S. No. 2:

The Midship Deep Tank had still to be tested under water pressure and arrangement had been made for this to be done on the vessel's return from her present voyage.

Henri Wilton

4.7.89