

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

(Received at London Office,)

50117  
WEL 18 DEC 1889

No. \_\_\_\_\_ Date of Writing Report 17. 12. 89. 1889 Port of \_\_\_\_\_  
 No. in Reg. Book. Survey held at London Date, first Survey ✓ Last Survey Dec. 11 1889  
387 on the Machinery of the S. S. Drummond Castle Master \_\_\_\_\_ No. of Visits 1  
 Tonnage { Gross 3663 Vessel built at Glasgow By whom J. Elder & Co. When 1881 - 2  
 { Net 2352 Engines <sup>made</sup> at Apl. When 1887 Boilers, when made (Main) 1887. (Donkey)  
 Registered (Horse Power) 500 Owners D. Currie & Co. Port \_\_\_\_\_ Voyage \_\_\_\_\_  
 No. of Main Boilers \_\_\_\_\_  
 Steam Pressure—  
 in Main Boilers 150 lbs.  Surveyed Afloat or in Dry Dock S. S. Works  
 in Donkey Boiler \_\_\_\_\_  
 Class of Vessel & Machinery 100 A1.  
 (As in Register Book, including date of last Boiler Survey.) L.M.C. 10.87.  
S.S. Lion No 1-85.

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) S. S. No 2 (In part)  
 (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?

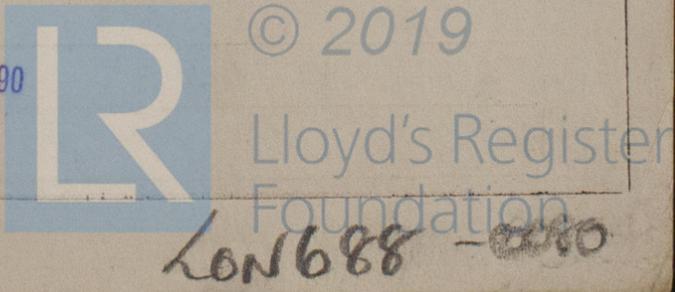
*Vessel placed in dry dock, sea connections examined & found to be in good condn. the propeller & its fastenings sound & the tail shaft a good fit in stern bush.*

General Observations, Opinion, and Recommendation:— As far as seen this vessel  
 (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.)  
appears eligible to remain as classed.

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

Geo. E. Kirkman  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 20 DEC 1889 FRIDAY 14 MARCH 1890  
 Assigned \_\_\_\_\_



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.

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

M.S.

19.12.89



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