

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

(Received at London Office,)

50357
THURS 13 MARCH 1890

No. *381* Date of Writing Report *18* Port of *London*
 No. in Reg. Book. Survey held at *London* Date, first Survey *24 Feb'y* Last Survey *10 Feb'y 1890*
 on the Machinery of the *L. S. Drummond Castle* Master
 Tonnage Gross *3613* Net *2352* Vessel built at *Glasgow* By whom *Elder & Co* No. of Visits
 Registered Horse Power *500* Engines made at *Karlshafen* When *1887* Boilers, when made (Main) *1887* (Donkey)
 No. of Main Boilers *5* Owners *D. Currie & Co* Port *London* Voyage
 Steam Pressure—*150* If Surveyed Afloat or in Dry Dock *East End Dry Dock* Class of Vessel & Machinery *100 A. 1. 1288*
 in Main Boilers *150* (State name of Dock.)
 in Donkey Boiler *80* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey, *+24C. 10-87*)

Last Survey No. *100 A. 1. 1288* Port *London*

Particulars of Examination and Repairs (if any) *Annual Boiler Survey*

(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?

Examined 3 main and donkey boilers and their safety valves and found them good.
The safety valves were tested under steam and found to be in good working order.
Examined Cylinders slides, pumps and cranks & brass shaft & found them good.
The vessel had left the dry dock before notice was sent so that the seaconnections could not be examined

General Observations, Opinion, and Recommendation:— *It is submitted that*

(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.)
This vessel is eligible to have the notification B. & M.C. 2.90 recorded in the Register Book subject to the seaconnections being examined when the vessel goes into dry dock

Office of Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	5	10	13/5 18 90
Special Damage Fee (per Section 28).....	£	:	:	
Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	13/5 18 90

C. J. Bromeyer
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 14 MARCH 1890*

Assigned *+ LMB 2/90*
subject to

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 Lloyd's Register
 Foundation
 L6888 0417

It is submitted that this vessel will be
eligible to have +LMC. 2 recorded
subject to the propeller stem bush
and sea connections being
examined when the vessel
is next in dry dock

H.A.
13.3.20

