

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

No. 357 Date of Writing Report Nov 4<sup>th</sup> 1890 Port of London  
Survey held at Blackwall Date, first Survey Last Survey Nov 1<sup>st</sup> 1890  
on the Machinery of the s/s. "Drummond Castle" Master Jeffries No. of Visits 1  
Gross 3663 Net 2352 Vessel built at Glasgow By whom J. Elder & Co. When 1881 2  
Registered Horse Power 500 Engines made at 2<sup>nd</sup> at Hartlepool When 1887 Boilers, when made (Main) 1887 (Donkey) -  
No. of Main Boilers 1 Owners D. Currie & Co. Port London Voyage Cape.  
Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Dry dock Greeno Class of Vessel & Machinery + 100 A. 1. 5-90  
in Donkey Boiler ✓ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + time 2-90 + N.B. 10-87

Last Survey No. Port Ss. Lon. No 2-89

Particulars of Examination and Repairs (if any)

(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 sea connections & propeller fastenings and found them in good condition

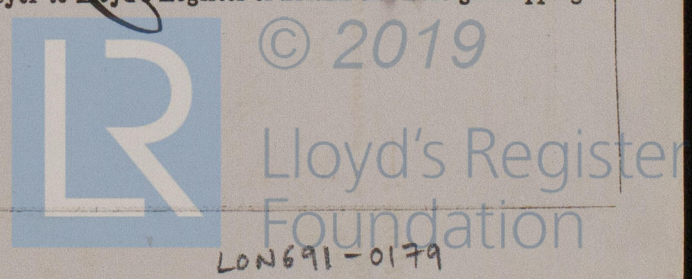
General Observations, Opinion, and Recommendation :--

(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.)  
as far as seen the machinery of this vessel is in good condition and is eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	18
Special Damage Fee (per Section 28) .....	£	:	:	
Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

H.P. Cornish  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 11 NOV 1890  
Assigned A. new





It is submitted that this  
vessel is eligible to  
remain as  
classified.

N.A.  
10-11-20

