

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

51272  
WED 5 NOV 1890

No. 357 Date of Writing Report Nov 4<sup>th</sup> 1890 Port of London  
 (Received at London Office.)  
 No. in Reg. Book 357 Survey held at Blackwall Date, first Survey Nov 1<sup>st</sup> 1890 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  
 in Donkey Boiler ✓ (State name of Dock.) Grelus Class of Vessel & Machinery +100 A. 1. 5-90  
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + time 2-90  
+ N.B. 10-89

Last Survey No. 55 Port London: 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:--

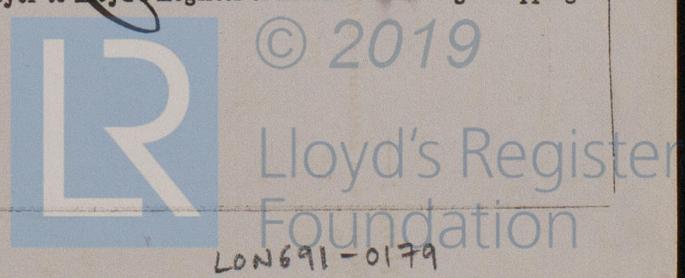
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

*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) .....	£	:	:	received by me,
Certificate (if required) as per margin .....	£	:	:	
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 As new



Some of the reports are also now sent on the or if not whether, and when, one will be

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.

W.A.  
10-11-20

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019  
Lloyd's Register  
Foundation