

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

51588

No. *357* Date of Writing Report *16th Feb^y 1891* Port of *London* (Received at London Office, TUES. 17 FEB 1891)

No. in Reg. Book. Survey held at *London* Date, first Survey *10th Feb^y 1891* Last Survey *10th Feb^y 1891*

357 on the Machinery of the *S.S. "Drummond Castle"* Master *H. Day* No. of Visits *1*

Tonnage { Gross *3663* Net *2352* Vessel built at *Glasgow* By whom *J. Elder & Co* When *1881* 2

Registered Horse Power *500* Engines made at *Manchester* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*

No. of Main Boilers *3* Owners *Donald Currie & Co* Port *London* Voyage *Cap.*

Steam Pressure in Main Boilers *150* If Surveyed *Afloat* or in Dry Dock *James I. Clarke* Class of Vessel & Machinery *+100A. 11.90*

in Donkey Boiler Last Survey No. *S.P. Lon 2-89* Port *S.P. Lon 2-89* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+LMC 2.90* *+NB 10.87*

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 all sea connections, propeller & their respective fastenings all found in good order

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.)

No far as seen the machinery of this vessel is in good working condition & in my opinion eligible 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

R. H. Baldry
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRI. 20 FEB 1891

Assigned *As new*



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LON692-0124

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that this
vessel is dejected to remain
as classed.

N.A.

19-2-91

