

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

51830

(Received at London Office) WED. 6 MAY 1891

No. _____ Date of Writing Report 5.5.91 is _____ Port of _____

No. in Reg. Book. 357 Survey held at London Date, first Survey May 1 Last Survey May 2 1891

on the Machinery of the S.S. Drummond Castle Master _____ No. of Visits 2

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

Net 3537 Engines made at A1pl. Boilers, when made (Main) 1887 (Donkey) _____

Registered Horse Power 500 Owners D. Laurie & Co Port London Voyage _____

No. of Main Boilers _____

Steam Pressure in Main Boilers 150 lbs. Surveyed Afloat or in Dry Dock J. I. Wks. Class of Vessel & Machinery -100 A1.

in Donkey Boiler _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Vessel placed in dry dock, sea connections exd. & found to be in good condition. Propeller disconnected. Tail shaft drawn exd. found in good condn. Four new steel blades have now been fitted to old boss. - The stern bush did not require to be rewooded.

General Observations, Opinion, and Recommendation:— *As far as seen this vessel appears eligible in my opinion to remain as classed*

(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, R.S. 189, B.&M.S. 189, or L.M.C. 189, as the case may be.)

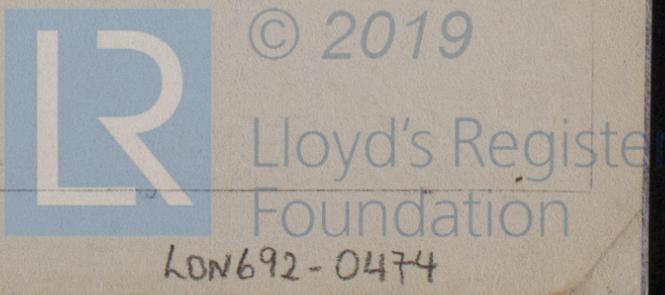
Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ ✓ : ✓	18
Special Damage Fee (per Section 28)	£ : :	Received by me,
Travelling Expenses (if chargeable)	£ : :	
		18

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

*State if Certificate is required

Committee's Minute 8 MAY 1891

Assigned as now



16.-L. R. F. E.-Form No. 2.-Transfer Ink-5000, 2.-2-91. *Certificate to be sent to the Registrar of Shipping or if not to be sent, to the Registrar of the Port. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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.

7-5-91

THE SUMMERS ARE PROHIBITED NOT TO WRITE ACROSS THIS MARGIN.



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