

52414

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

FRI 12 FEB 1892

(Received at London Office)

No. *362* Date of Writing Report *10/21* 18 *92* Port of *London*  
 Survey held at *London* Date, first Survey \_\_\_\_\_ Last Survey *5<sup>th</sup> Feb 1892*  
 on the Machinery of the *S.S. Drummond Castle* Master *Jeffries* No. of Visits *1*  
 Tonnage { Gross *3663* Net *2352* Vessel built at *Glasgow* By whom *J. Elder & Co* When *1881* 2  
 Registered Horse Power *600* Engines made at *Whitepool* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*  
 No. of Main Boilers *3* Owners *R. Currie & Co* Port *London* Voyage *Cape*  
 Steam Pressure in Main Boilers *150* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *100 A1. 10.91.*  
 in Donkey Boiler \_\_\_\_\_ (State name of Dock.) *James Iron Works* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *SS Lou. N<sup>o</sup> 2. 89. - LMC 10.89.*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) *Condition*  
 (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?

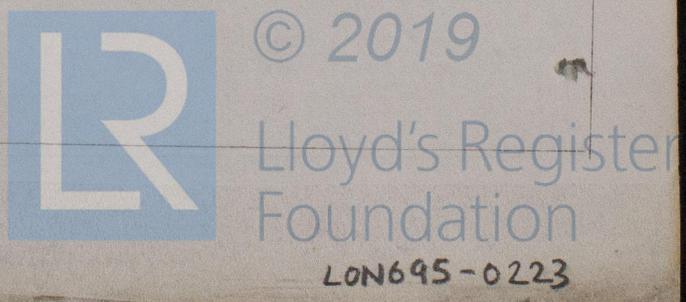
*Vessel placed in graving dock  
 Examined propeller & sea connection fastenings - found same in good order*

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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)  
*So far as seen the machinery of this vessel is in good working order & 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,
Travelling Expenses (if chargeable)	£	:	18

*Robt Dalrymple*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. 16 FEB 1892*  
 Assigned *As now*



B.L. Form N. The Surveyor is 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.

W.A.  
12-2-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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