

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

THURS. 17 NOV 1892

(Received at London Office)

Date of writing Report *Nov. 16* 18*92* When handed in at Local Office *London* Port of *London*  
 No. in Reg. Book *371* Survey held at *London* Date, First Survey *Nov 11* Last Survey *Nov 11* 18*92*  
 on the Machinery of the *Wood, Iron or Steel* *SS. DRUMMOND CASTLE* Master *Bryant*  
 Tonnage { Gross *3663* Net *2862* Vessel built at *Glasgow* By whom *J. Elder & Co.* When *1887* Year. Month. *2*  
 Registered Horse Power *680* Engines made at *Do.* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*  
 No. of Main Boilers *-* Owners *D. Currie & Co.* Port *London* Voyage *South Africa*  
 Steam Pressure in Main Boilers *150* If Surveyed *Afloat or in Dry Dock* *Green's Dry Dock*  
 in Donkey Boiler *-* (State name of Dock.)

## Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed before re-examination.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A. 1. 8. 92.		* L.M.C. 2. 90
SS. LON No. 2. 89.		* N.B. 10. 87.

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

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

If the Survey is not complete state what arrangements have been made for its completion?

*Completed.*  
*Examined propeller, stem bush & sea connections fastenings, found all to be in good condition.*

General Observations, Opinion, and Recommendation:—*This vessel's machinery is now*  
 (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. 0,02, B.&M.S. 0,02 or \*L.M.C. 0,02, as the case may be.)

*as far as seen in good condition & in my opinion the vessel is eligible to remain as classed without fresh record of survey.*

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

\* State if Certificate is required

Committee's Minute

Assigned *As now*

FRI 18 NOV 1892

*Wm Salmon.*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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 LON 697-0333

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*It is submitted that  
this vessel is eligible to  
remain AS CLASSED.*

na

17-11-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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