

# REPORT of SURVEY for REPAIRS, &c.

SAT 4 MAR 1893

of writing Report 2<sup>nd</sup> March 1893 When handed in at Local Office 18 Port of London.

Survey held at London Date, First Survey 6<sup>th</sup> Feb<sup>y</sup> Last Survey 2<sup>nd</sup> March 1893

on the Wood, Iron or Steel Screw Steamer Drummond Castle Master B. A. Bryan 92-92

TONNAGE:- Built at Glasgow By whom J. Elder & Co When 1881 2<sup>nd</sup>

ROSS 366.3 Owners D. Currie & Co Port belonging to London.

NDER DK. 3537 Owners' Address (if not already recorded in Appendix to Register Book.)

ET 2352 Owners' Address (if not already recorded in Appendix to Register Book.)

urveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Green's Destined Voyage Cape Colony.

B=DbA tons; f tons; uE&B tons; CellDB tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Survey, No. 53852 Port Non

Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs 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 summarised in the form shown below. Whenever the placement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment after, if any. State also the dates and initials of any letters respecting this case.

PAIRS, OR EXAMINATION AS PER RULE, FOR Part S.L. N<sup>o</sup> 3.

This vessel has been placed in dry dock and the bottom examined. All the close ceiling removed throughout the vessel except in a part of the bunker space - not yet cleared and examined and stated further on. The condition of the plating in way of side lights also ascertained and found good. All oxidation removed. The outside plating drilled in one of the cross bunkers - on the starboard side in the third and fifth strakes below the sheerstrake and on the port side in the second, fourth and sixth strakes below the sheerstrake - the thickness at each of the above places measured  $\frac{1}{16}$ " - and the Rules require  $\frac{1}{16}$ ". The chain cables ranged. The windlass is of iron in good condition. The masts and spars examined. The funnel well examined. The after ballast tank filled and tested by a head of water. The midship tank has been dispensed with, the top having been removed about twelve months ago, except the stringers and tie plating. Cement &c. in bottom of vessel examined. On account of partial wasting in the boiler space - some rivets have been renewed in the (P.T.O)

ARY OF DAMAGE REPAIRS :- Plates, Faird or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

NT CONDITION OF THE		Transoms, Pointers, & Crutches		Copper, or Y.M.		Hatches	
ays	good	Timbers of Frame at the openings	good	(State if on Bolt)		Boats	good
gs	50	Ditto ditto at other places	50	When put on Month	Year	Masts, Yards, &c.	50
t. Beams & Fastenings	50	Keelsons	50	Rudder	good	Condition, how ascertained by exam <sup>n</sup>	good
k. Beams & Fastenings	50	Clamps, Shells & Stringers	50	Windlass & Capstan	50	Sails	good
	50	Salting (State if examined.)	50	Pumps	50	Equipment letter	u
	50	Ceiling	50	Engine Room Skylights	50	Anchors, No. of	3 B. 1 S. 2 K
	50	Cement or Asphalt (State which.)	50	Coal Bunker, Open'gs, Lids, &c.	50	Cables (State if now ranged) yes. 3	3
or Rivets	50	Tanks (State if now tested.) yes.	50	Scuppers	50	length 300 fms size 2 7/8	2 7/8
ooks & Stems on	50	Caulking of Bot'm, D'k, & Wat'r'ys	good	Cargo & Main H'tch'w'ys	50	Rule length 300 fms size 2 7/8	2 7/8
						Hawsers & Warps	good
						Standing & Running Rigging	50

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:- "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and pEND91, &c."

This vessel is in good and efficient condition, eligible in our opinion to remain as classed, and when the remainder of the "S.L. N<sup>o</sup> 3" has been complied with, as above indicated, to be marked in the Register Book "S.L. N<sup>o</sup> 3". Record of survey not to be made. Record of "M.T" in the Register Book to be omitted.

e (if chargeable) per Scale II., Sec. 27 .....£

per Section 28) .....£ 100: 0 : 0

Damage or Repair Fee (if any) .....£

ag Expenses (if chargeable) .....£

Surveyor's Fee (if any) .....£

ificate now required? TUES. 14 MAR 1893

mittee's Minute

acter assigned + L.M.C. 3,93

Fees applied for,

3-MAR-93

Received by me,

274 18.53

Surveyor to Lloyd's Register of British & Foreign Shipping.

J. H. Truscott.

C. Buchanan

FRI 25 MAY 1893

Lloyd's Register Foundation

WON698-0229



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plating of the flat of bottom - two doubling plates worked inside between the frames and one longitudinal angle iron of side keelson doubled twelve feet - also a few reverse frames partly renewed - on starboard side.

The mast wedges have been removed - the masts at wedging cleaned & coated.

To complete the S.L. No 3 - the following is required to be done viz: to examine the cross bunker fore side of the boiler room, also one wing bunker on each side in way of boilers as per Rule.

J. H. Truscott.