

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

No. 55839

(Received at London Office)

WED. 19 SEP 1894

Date of writing Report *Sept 18* 1894 When handed in at Local Office *is* Port of *London*
No. in Reg. Book *376* Survey held at *London* Date, First Survey *and* Last Survey *Sept 17 1894*
on the Machinery of the Wood, Iron or Steel *S.S. DRUMMOND CASTLE* Master *Harrison*
Tonnage { Gross *3683* Net *2352* Vessel built at *Glasgow* By whom *J. Elder & Co.* When *1881* - *2*
Registered Horse Power *600* Engines made at *Hartford* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*
No. of Main Boilers *3* Owners *D. Currie & Co.* Port *London* Voyage *P. Africa*
No. of Donkey Boilers *1* If Surveyed *Afloat or in Dry Dock* *Green Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers *150 lbs* in Donkey Boilers *80 lbs* (State name of Dock.)

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *Condition*

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

Examined propeller, stem bush, & sea connection for fittings, all found to be in good condition.

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is 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) £ : :
Travelling Expenses (if chargeable) £ : : Received by me, 18

*State if Certificate is required

Committee's Minute *FRIDAY 21 SEP 1894*

Assigned *As now*

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



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State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

*Certificate to be sent to

16-LRPH—Form No. 9—Transfer Ink—5,000, 4/94.

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.

N.A.
19-9-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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