

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

(Received at London Office.

Date of writing Report June 25 1895 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey May 27 Last Survey June 25 1895

276 on the Machinery of the Wood, Iron or Steel S.S. DRUMMOND CASTLE Master Harmon (No. of Visits 6)

Tonnage {	Gross <u>3683</u>	Vessel built at <u>Glasgow</u>	By whom <u>J. Elder & Co.</u>	When <u>1881</u>	YEAR. MONTH. <u>2</u>
	Net <u>2352</u>				
Registered Horse Power {	<u>600</u>	Engines made at <u>Hartford</u>	When <u>1887</u>	Boilers, when made (Main) <u>1887</u>	(Donkey) <u>1887</u>
No. of Main Boilers	<u>3</u>				
No. of Donkey Boilers	<u>1</u>	Owners <u>D. Annie & Co.</u>	Port <u>London</u>	Voyage <u>Katal</u>	
Steam Pressure— in Main Boilers <u>150 lbs</u> in Donkey Boilers <u>80 lbs</u>		If Surveyed Afloat or in Dry Dock <u>Names Ltd Dry Dock & India Dock.</u> (State name of Dock.)	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).		

Last Survey No......*Port*

Particulars of Examination and Repairs (if any) B.S. London

(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 date 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	"	"	"
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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 shaft, propeller, & sea connections & fastenings, also Main & Donkey Boilers internally & externally Safety valves, all found to be in good condition except eight water space stays in the Donkey Boiler, which were badly wasted. These eight stays have now been renewed, and all the Safety valves adjusted under steam.

General Observations, Opinion, and Recommendation:—This vessel's Machinery as far as

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 494, B.&M.S. 494 or $\frac{1}{2}$ L.M.C. 494, 120 lb., 120 D., &c.)

120 lb., 250 lb., 400 lb.)

Scow & Boilers are now in good condition and in our opinion the vessel is eligible for record B.S. 6.95

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for <u>26.6.</u> 18 <u>95</u>
Survey Fee (per Section 28).....	£ <u>2</u> : <u>10</u> : <u>0</u>	
Special Damage Fee (per Section 28)..... less 15%	£ - : <u>5</u> : -	
Travelling Expenses (if chargeable).....	£ <u>2</u> : <u>5</u> : <u>0</u>	Received by me, <u>2/8/</u> 18 <u>95</u>

*State if Certificate is required

Committee's Minute

Assigned

FRI 28 JUN 1895

BS 6.95

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

Lloyd's Register
Foundation
LON905-0420

on account of Wear & Tear.
A moderate repair effected
to Donkey Boiler

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 for
THE RECORD. BS6, 95

A R R

26. 6. 95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation