

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

(Received at London Office SAT 20 FEB 1897

Date of writing Report *19 Feby 1897* When handed in at Local Office *19 Feby 1897* Port of *London*
 No. in Reg. Book. *75* Survey held at *London* Date, First Survey *18 Feby* Last Survey *17 Feby 1897*
 on the Machinery of the *Wood, Iron or Steel* *Screw Steamer "Drumbe"* Master *C. Smith*
 Tonnage { Gross *93* Net *77* Vessel built at *Glasgow* By whom *D. J. Dumbleton* When *1886*
 Registered Horse Power *70* Engines made at *Donkey* When *86* Boilers, when made, (Main) *Donkey*
 No. of Main Boilers *1* Owners *London & Glasgow Co Ltd* Port *London* Voyage *River*
 No. of Donkey Boilers *1* Owners *London & Glasgow Co Ltd* Port *London* Voyage *River*
 Steam Pressure in Main Boilers *150 lbs* Surveyed Afloat or in Dry Dock *Afloat in East Greenwich*
 in Donkey Boilers *1*

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+L.O.A. 6.95</i>		<i>+L.M.C. 10.94</i>
<i>SS In 102.95</i>		<i>B.S. 6.95</i>

Last Survey No. *56670* Port *Lon*
 Particulars of Examination and Repairs (if any) *B.S.*

(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? *yes*
 Do. " Donkey " " " *None.*
 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? *yes*
 At what pressure were they afterwards adjusted under steam? *150 lbs*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *✓*
 To what pressure were they afterwards adjusted? *✓*
 Has the propeller shaft been drawn and examined at this time? *no*
 If the Survey is not complete state what arrangements have been made for its completion? *Complete*

Now done: Main Boiler examined throughout and found to be generally in satisfactory condition.

General Observations, Opinion, and Recommendation:—

(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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lbs F.D., &c.)

*The Machinery of this vessel is in good condition and in my opinion eligible to remain as classed with fresh record of **B.S. 2.97***

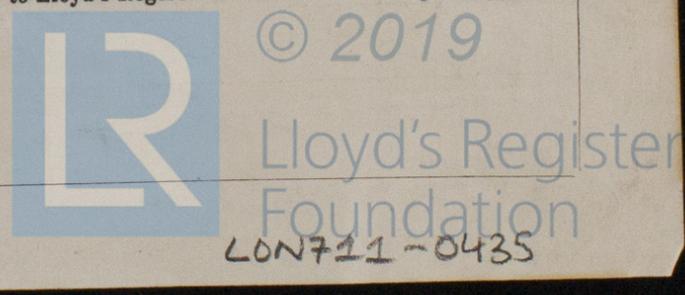
	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				<i>22/18 97</i>
Survey Fee (per Section 28)	<i>1</i>			
Special Damage Fee (per Section 28)	<i>2</i>			
Travelling Expenses (if chargeable)	<i>0</i>	<i>18</i>		
Total				<i>23/18 97</i>

Received by me, *D. Ritchie*
 JAN. 3

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

Committee's Minute **TUES 23 FEB 1897**

Assigned *B.S. 2.97*



If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

*Certificate to be sent to:

It is submitted that
this vessel is eligible for
THE RECORD B.S. 2. 97

Handwritten signature
22.2.97

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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