

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

(Received at London Office

SAT 20 FEB 1897

Date of writing Report *19 Feb'y 1897* When landed in at Local Office *19 Feb'y 1897* Port of *London*
No. in Reg. Book. *75* Survey held at *London* Date, First Survey *18 Feb'y* Last Survey *17 Feb'y 1897*
on the Machinery of the Wood, Iron or Steel Screw Steamer "Drumbe" Master *C. Smith*
Tonnage { Gross *93* Net *79* Vessel built at *Glasgow* By whom *D. J. Drumbe* When *1886*
Registered { Horse Power *70* Engines made at *When '86* Boilers, when made, (Main) *Donkey*
No. of Main Boilers *1* Owners *Thos. J. & Co. Ltd* Port *London* Voyage *River*
No. of Donkey Boilers *1* Surveyed Afloat or in Dry Dock *float in East Greenwich*
Steam Pressure in Main Boilers *150 lbs* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey. Date of last Survey and of Periodical Surveys.		
<i>100 A 1 6.95</i>		<i>100 C 10.94</i>
<i>55 S 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 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?

Has the propeller shaft been drawn and examined at this time?

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

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.A.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

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *22/18 97*
Survey Fee (per Section 28) £ 1 : :
Special Damage Fee (per Section 28) £ : 2 : :
Travelling Expenses (if chargeable) £ 0 18/- Received by me, *21/3 18 97*
JAN. 3

*State if Certificate is required

Committee's Minute *TUES 23 FEB 1897*

Assigned *B.S. 2.97*

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



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LON711-0435

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

H.S.
22.2.97

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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