

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

TUES. 28 MAY 1891

No. *66* Date of Writing Report *27th May 1891* Port of *London*
 No. in Reg. Book *66* Survey held at *London* Date, first Survey *18th Apr* Last Survey *26th May 1891*
 on the Machinery of the *S.S. "Danube"* Master *Smith* No. of Visits *5*
 Tonnage Gross *93* Net *67* Vessel built at *Port Glasgow* By whom *J. Dunlop & Co* When *1886*
 Registered Horse Power *70* Engines made at *Do* When *1886* Boilers, when made (Main) *1886* (Donkey) *Do*
 No. of Main Boilers *One* Owners *Lon. & Tilbury Lighterage Co. Ltd.* Port *London* Voyage *✓*
 Steam Pressure in Main Boilers *150 lbs* If Surveyed Afloat or in Dry Dock *Both* Class of Vessel & Machinery *100A1.389*
 in Donkey Boiler *✓* (State name of Dock.) *Chitt. Lane dock & in river* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ LMC 6.86*
 Last Survey No. *✓* Port *✓*

Particulars of Examination and Repairs (if any) *S.S. No 1*

(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 should be separated from Repairs due to other causes. 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? *✓*

Vessel placed in dry dock
Examined Propeller sea connections & their fastenings, tightened up
Propeller nut - otherwise satisfactory.
Examined Cyls, Pistons, Slide valves & Steam Chest. Satis.
" All Pumps & their valves, also Condenser, Satis.
" Crank, Thrust & Tunnel Shafting, found good.
Tested main Steam Pipe by hydraulic Press. to 250 lbs, Satis.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey; thus, for example, B.S. 1.89, B.&M.S. 1.89, or L.M.C. 1.89, as the case may be.)
As far as seen the machinery of this vessel is in good work^d order and in my opinion eligible to remain as classed and have + LMC 5.91 recorded in register book.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	3	10	28/5/1891
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	4/7 1891

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

*State if Certificate is required
 Committee's Minute *FRI. 29 MAY 1891*
 Assigned *+ L.M.C. 5/91*

FRI 12 JUN 1891
 TUES. 26 JAN 1892
 FRI 11 MAR 1892
 FRI 13 MAY 1892
 Lloyd's Register
 LONDON - 0098

It is submitted that this vessel is
eligible for the reward

+ L.M.C. 5.91.

C.E.S.

28.5.91



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