

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

No. \_\_\_\_\_ Date of Writing Report *October 18 91* Port of *LONDON* (Received at London Office \_\_\_\_\_)  
No. in Reg. Book. *73* Survey held at *LONDON* Date, first Survey *Sept 21<sup>st</sup>* Last Survey *Sept 24<sup>th</sup> 18 91*  
on the Machinery of the *ss. "Danfield"* Master *G. Wright* No. of Visits *1*  
Tonnage { Gross *734* Net *441* Vessel built at *Newcastle* By whom *Palmer & Co* When *1864* 12  
Registered Horse Power *90* Engines made at *do.* When *1877* Boilers, when made (Main) *1877* (Donkey) *-*  
No. of Main Boilers *-* Owners *Dunwick & Son* Port *LONDON* Voyage \_\_\_\_\_  
Steam Pressure in Main Boilers *75 lbs* ☒ Surveyed *At LONDON* in Dry Dock \_\_\_\_\_ *Ditchers* Class of Vessel & Machinery *A.1. 7-91*  
in Donkey Boiler \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *June 12-89*  
Last Survey No. *2-89* Port *LON.* *B.S. 3-91*

Particulars of Examination and Repairs (if any)  
(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?  
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?

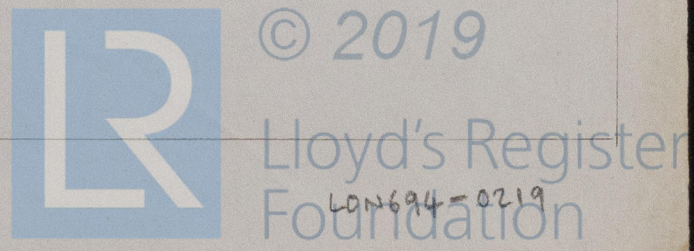
*Examined stem bush, propeller, propeller fastenings and sea-cock fastenings. found same in good condition*

General Observations, Opinion, and Recommendation:— *Sofar as seen the machinery of this vessel is in good condition and eligible in my opinion to remain as classed in the Register Book.*  
(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, 91, B.&M.S. 1, 91, or L.M.C. 1, 91, as the case may be.)

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

*H. P. Cornish*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required \_\_\_\_\_  
Committee's Minute *FILED 16 OCT 1891*  
Assigned *As new*



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

10.-L. R. P. H. Form No. 9.-Transfer Ink-5,000, 18/8/91  
\*Certificate to be sent to \_\_\_\_\_  
(The Surveyor is requested not to write on or below the space for Committee's Minute.)

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.

C. J. P.

15. 10. 91.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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