

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

(Received at London Office 28 JUN 1895)

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

No. in Reg. Book 67 Survey held at London Date, First Survey May 9th Last Survey June 17th 1895

on the Machinery of the Wood, Iron or Steel S.S. "Danube" Master Wm. J. Dunlop & Co.

Tonnage { Gross 93 Net 7 Vessel built at Glasgow By whom W. J. Dunlop & Co. When 1886 YEAR. MONTH. 6

Registered Horse Power 70 Engines made at Do When 1886 Boilers, when made (Main) 1886 (Donkey) 1886

No. of Main Boilers 1 Owners London & Tilbury Lighters & Co. Ltd. Port London Voyage Coasting

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Patent Slip off (State name of Dock.) Walmott & Colson

Steam Pressure in Main Boilers 150 in Donkey Boilers 150

Last Survey No. Port

Particulars of Examination and Repairs (if any) Boiler

(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?

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?

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

Main boiler lifted out of vessel and doubling covering patch fitted over centre seam of shell at lower part. Several other small patches fitted, & some defective rivets renewed. All nuts on large stays re-pointed. Boiler tested with hydraulic pressure to 22.5 lbs per sq inch & found tight. Safety valves examined and adjusted under steam to the above pressure.

Boiler re-fixed in its place & pipe connections re-made.

General Observations, Opinion, and Recommendation:— The boiler & machinery as far

(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. 4.04, B.&M.S. 4.04 or S.L.M.C. 4.04, 140 lb., F.D., &c.)

as seen, are in good order & safe working condition and in my opinion eligible for the notification B.S. 6.95 in the Register Book.

Office or Registration Fee (per Sec. 27)..... £ : :
Survey Fee (per Section 28)..... £ 1 0 0
Special Damage Fee (per Section 28)..... £ 2
Travelling Expenses (if chargeable)..... £ : :
Total £ 18

Fees applied for 28.6.95
Received by me, 14/9/95

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

*State if Certificate is required

Committee's Minute TUES 2 JUL 1895

Assigned B.S. 6.95



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LON 705-0433

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

State if Certificate is required

16—Lloyd's Register No. 9—Transfer Fee—5,000, 5/4 95.

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

Boiler lifted out of vessel
several moderate repairs
effected by same & then
replaced

It is submitted that
this vessel is eligible for
TIDE RECORD. BS 6, 95

J R R
28 6.95

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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