

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

WEDNES. 28 OCT 1885

Survey held at *London* Date, First Survey *21<sup>st</sup> August* Last Survey *2<sup>nd</sup> Oct<sup>r</sup> 1885*  
on the *Iron Steamer "Dacia"* (No. of Visits)

TONNAGE—

NET *1473*

GROSS *1856*

UNDER DECK *1252*

Built at *Sunderland*

By whom *J. Laing*

When *1867*

Owners *India Rubber, Gut. Percha & Telegraph Works Co (Lim)*

Port belonging to *London*

Owner's Address

(If not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *In Dry Dock* Name of Dock *Thames Iron Works* Destined Voyage *Persian Gulf*

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Character in Register Book.

Classed

Last Survey, No. *11482* Port *Lon*

*S.S. Lon. N° 3-80; S.S. Lon. N° 1-85*

*B-1. 3<sup>rd</sup> 25*

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.

## REPAIRS, OR EXAMINATION AS PER RULE

The bottom has been examined and coated. A deep ballast tank has been constructed in the hold of this vessel abaft the engine room — for particulars see sketch and letter attached. The tank is in three separate compartments. On examination of the tank, the construction appears to be satisfactory excepting that the tank in our opinion should be connected to the outside plating by angle irons between the frames. A letter (copy attached) was written to the Owners' Representative to this effect. The angle irons are not fitted and the spaces between the frames are filled in with cement. A non-return valve has however been fitted so that it is impossible to fill these tanks — and Mr Wilkinson the Society's Engineer Surveyor confirms this statement. The upper deck guaranteed to be renewed (see London Report of March/85) is proposed to be done on the return from her present voyage and arrangements are being made accordingly — the voyage is not expected to last over three months. Part of the upper deck has now been recaulked & the deck is satisfactory for the voyage.

| PRESENT CONDITION OF THE     | Plat <sup>1</sup> | Plank (Bottom) & Counter         | good           | Ceiling                             | good           | Boats                      | good           |
|------------------------------|-------------------|----------------------------------|----------------|-------------------------------------|----------------|----------------------------|----------------|
| Decks                        | satisfactory      | Keelsons                         | 0 <sup>2</sup> | Rudder                              | 0 <sup>2</sup> | Masts, Yards, &c.          | 0 <sup>2</sup> |
| Waterways                    | good              | Breasthooks and Stemson          | 0 <sup>2</sup> | Windlass & Capstan                  | 0 <sup>2</sup> | Condition, how ascertained | from deck      |
| Timberings                   | 0 <sup>2</sup>    | Transoms, Pointers, & Crutches   | 0 <sup>2</sup> | Pumps                               | 0 <sup>2</sup> | Sails                      | good           |
| Upper Dk. Beams & Fastenings | 0 <sup>2</sup>    | Timbers of Frame at the openings | 0 <sup>2</sup> | Cement (if Iron Ship)               | 0 <sup>2</sup> | Anchors No. of             | 3 B. 1 F. 3 K  |
| Lower Dk. Beams & Fastenings | 0 <sup>2</sup>    | Ditto ditto at other places      | 0 <sup>2</sup> | Caulking of Bot'm, D'k, & Wat'rways | 0 <sup>2</sup> | Cables                     | good           |
| Plank sheers                 | 0 <sup>2</sup>    | Keelsons                         | 0 <sup>2</sup> | Copper, or Y.M.                     | 0 <sup>2</sup> | Hawsers & Warps            | 0 <sup>2</sup> |
| Keelstrakes                  | 0 <sup>2</sup>    | Clamps & Shells                  | 0 <sup>2</sup> | (State if on Pett.)                 | 0 <sup>2</sup> | Standing & Running Rigging | 0 <sup>2</sup> |
| Keelsides                    | 0 <sup>2</sup>    |                                  |                | When put on                         | 0 <sup>2</sup> | Hatches                    | 0 <sup>2</sup> |
| Keels                        | 0 <sup>2</sup>    |                                  |                |                                     |                |                            |                |
| Engine Room Skylights        | 0 <sup>2</sup>    | Coal Bunker, Openings, Lids, &c. | 0 <sup>2</sup> | Scuppers                            | good           | Cargo & Main Hatchways     | good           |

## General Observations, Opinion as to Class, &c.:

This vessel is in good and efficient condition and eligible in my opinion to remain as classed.

Fee (if chargeable) per Scale I., Sec. 27. £ : :  
Fee (if chargeable) per Scale II., Sec. 27. £ : :  
Fee (per Section 28) £ 0 : 0 :  
Damage Fee (if any) (per Sec. 28) £ : :  
Expense (if required) to be sent as per margin £ : :  
Printing Expenses (if chargeable) £ : :  
Surveyor's Fee (if any) £ : :  
received by me, }  
188 }

Committee's Minute Tuesday, November, 3rd 1885.

Inspector assigned

Close the Deck

J. H. Truscott.  
Surveyor to Lloyd's Register of British & Foreign Shipping.

This vessel appears to be eligible to remain as classed subject to the deck being renewed as proposed in 3 months time. No notation on the waterballast should be made.

Insert Character precisely as in Register Book.

1000-99907