

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

(Received at London Office,)

THURS 26 JUNE 1890

No. *5* Date of Writing Report *25. 6. 90.* 18 Port of *London*
 No. in Reg. Book. Survey held at *London* Date, first Survey *Mar 17* Last Survey *June 24 1890.*
5 on the Machinery of the *S. S. "Dacia"* Master *J. Saurig* No. of Visits *5*
 Tonnage Gross *1856* Net *1473* Vessel built at *Sudd.* By whom *J. Saurig* When *1867-11*
 Registered Horse Power *170* Engines made at *"* When *1875* Boilers, when made (Main) *1875* Donkey) *1887.*
 No. of Main Boilers *2* Owners *Ind. Rub. + Tel. Wks.* Port *London.* Voyage *"*
 Steam Pressure in Main Boilers *70 lbs.* ☒ Surveyed Afloat or in Dry Dock *Revis.* Class of Vessel & Machinery *A 1.*
 in Donkey Boiler *75.* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 8.85 B.S. 5.86.*

Last Survey No. *"* Port *S.S. Lon. No 1-85.*

Particulars of Examination and Repairs (if any) *S.S. No 2.*

(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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

Examd. cyldrs: slides, air, circulatg: feed & bilge pumps & valves, all found in good condn: Crank, thrust & tunnel shft. in good condn: Main boilers examd. internally & externally. " " " Safety valves in good condn. Loaded with a weighted lever to 70 lbs a
 Which boiler examd: found in good condn: Safety valve in good condn. & tested under stn: to 75 lbs a

The owners do not propose to dock the vessel until she may be reqd. for cable laying of which there seems to be no prospect at present.

General Observations, Opinion, and Recommendation:— The machinery being (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.)

now in good & safe workg: condn: renders the vessel eligible in my opinion to remain as classed than the intificn. L.M.C. with a fresh date recorded, when the propellers & sea cocks have been examd.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ 4 : 10 } 15/9 1890
 Special Damage Fee (per Section 28) £ : :
 Certificate (if required) as per margin £ : 5 : - }
 Travelling Expenses (if chargeable) £ : : } Received by me, 19/9 18 90

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

Committee's Minute

TUES 10 SEPT 1890

Assigned

See later report



Lloyd's Register Foundation

LON690-0469