

51130

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

(Received at London Office, **FRI 12 SEPT 1890**)

No. *10* Date of Writing Report *Sept 1st 1890* Port of *London*

No. in Reg. Book *10* Survey held at *London* Date, first Survey *Sept 1st* Last Survey *Sept 1st 1890*

on Machinery of the *s/s. "Dacia"* Master *D.W. Barker* No. of Visits *3*

Tonnage Gross *1856* Net *1473* Vessel built at *Tunderland* By whom *J. Laing* When *1867*

Registered Horse Power *170* Engines made at *Tunderland* When *1875* Boilers, when made (Main) *1875* (Donkey) *-*

No. of Main Boilers *-* Owners *India Rub. Co. etc.* Port *London* Voyage *-*

Steam Pressure in Main Boilers *70* If Surveyed Afloat or in Dry Dock *dry dock* (State name of Dock.) *R.H. Green's.*

in Donkey Boiler *-* Class of Vessel & Machinery *A.I. 5.86*

Last Survey No. *46137* Port *Rms. S. No 3-9,80.* *SS No 1-85* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 3.85*
138 5.86

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 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?

*Tail end shaft drawn in, stem tube bush re-lined.
all valves & cocks on ships side examined and ground in -*

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 condition and eligible in my opinion to have L.M.C 9.90 recorded in the Register Book.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

J. T. Cornish
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

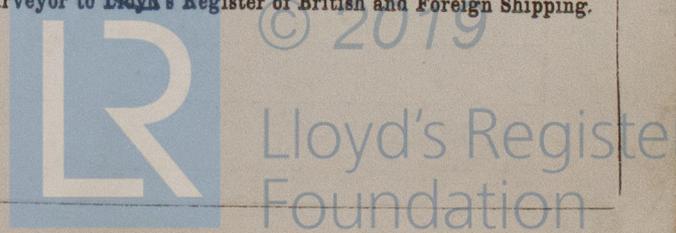
Committee's Minute **TUES 10 SEPT 1890**

Assigned *L.M.C 6/90*

if a Report is also now sent on the Ship, it is not necessary, and when one will be sent.

F. & S. Form No. 9—Transfer Ink—9009, 9/1, 1890. * Certificate to be sent to the Registrar at Registrar's Office not to write on or below the space for Committee's Minute.

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



LON690-0470

It is submitted that this vessel is eligible to have L.M.C. 6. 90 recorded

N.A.
15-9-90

[Faint, illegible handwritten notes and bleed-through from the reverse side of the page.]



© 2019

Lloyd's Register Foundation