

52378

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

(Received at London Office) **FRI 9 OCT 1891**

No. *7* Date of Writing Report *10.10.91* is Port of *London*

No. in Reg. Book *7* Survey held at *London* Date, first Survey *Oct. 6* Last Survey *9 Oct. 1891*

on the Machinery of the *S.S. "Dacia"* Master *Barker* No. of Visits *2*

Tonnage Gross *1856* Net *1473* Vessel built at *Smld.* By whom *f. Saing* When *1867-67*

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

No. of Main Boilers *2* Owners *Ind. Pub. Ins. Pr. & L.L. M.C. Co.* Port *London* Voyage

Steam Pressure in Main Boilers *70* Surveyed Afloat in Dry Dock *Victoria* Class of Vessel & Machinery - *A 1*

in Donkey Boiler *75 lbs* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 6.90*

Last Survey No. *5416* Port *Lon* *S.S. Lon no 3-9.80* *S.S. Lon no 2-90*

Particulars of Examination and Repairs (if any) *Annual B.S.*

(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?

Main boilers exd. internally & externally & found to be in good condn.

Safety Valves in good condn. & loaded with a box weight to 70 lbs

Which boiler exd. found in good condn. Safety valve in good condn.

tested under stm: Valve lifted at 75 lbs

General Observations, Opinion, and Recommendation: *The boilers being now in good*

(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.)

& safe working condn. renders the vessel eligible in my opinion to remain as classed than the notfctn. B.S. 10.91. in Reg. B.R.

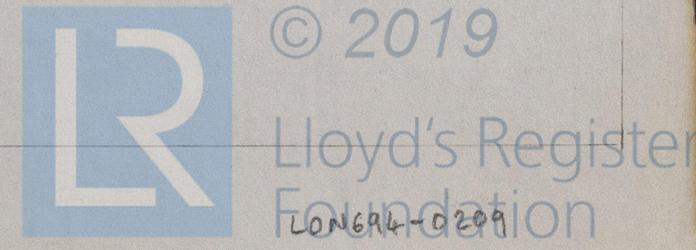
Machinery Certificate Written.

Office or Registration Fee (per Sec. 27)	£ :	Fees applied for
Survey Fee (per Section 28)	£ 2 :-	<i>13/10/91</i>
Special Damage Fee (per Section 28)	£ :	<i>A.K.D.</i>
Travelling Expenses (if chargeable)	£ :	Received by me,
		<i>3.11.91</i>

Geo. C. Merensson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **FRI 16 OCT 1891**

Assigned *B.S. 10/91*



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

*Certificate to be sent to *General*

16.-L. R. P. H.—Form No. 9.—Transfer Ink—5,000, 18/8/91
(The Surveyors are 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.

BS

It is submitted that this vessel is
eligible for the record 138.10.91
C.H.
15.10.91.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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