

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 18 18 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 Snld. By whom f. Sain When 1867-41

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

No. of Main Boilers 2 Owners Ind. Pub. Ins. Co. & L.L. 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 lb (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?

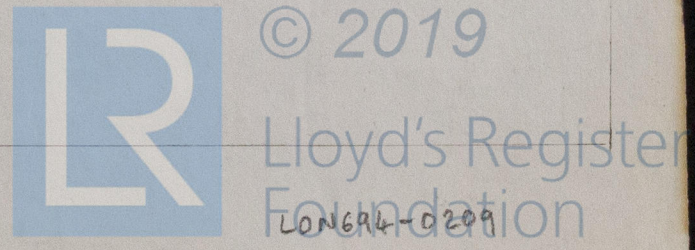
Main boilers exd. internally: & externally & found to be in good condn.  
Safety Valves in good condn. & loaded with a lever weight to 70 lbs  
Which boiler exd. found in good condn. Safety valve in good condn.  
tested under stn: Valve lifted at 75 lbs

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. Bk.

Office or Registration Fee (per Sec. 27) £ :  
Survey Fee (per Section 28) £ 2 : -  
Special Damage Fee (per Section 28) £ :  
Travelling Expenses (if chargeable) £ :  
\*State if Certificate is required

Fees applied for 13/10/91 A.R.D.  
Received by me, 3.11.91  
Lt. C. Merenson  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute 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

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



It is submitted that this vessel is  
eligible for the record *BS. 10 91*  
*C.H.*  
*15 10 91.*

