

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

(Received at London Office)

Date of writing Report *14th Jan 1893* When handed in at Local Office *18* Port of *London*No. in Reg. Book. Survey held at *London* Date, First Survey *14th Dec 1892* Last Survey *4th Jan 1893*on the Machinery of the *Wood, Iron or Steel* *S.S. "Dacia"* Master *A. H. Balfour*Tonnage { Gross *1856* Net *1473* Vessel built at *Sunderland* By whom *E. Loring* When *1867* MONTH *11*Registered Horse Power *170* Engines made at *Sunderland* When *1875* Boilers, when made (Main) *1875* (Donkey) *1875*No. of Main Boilers *Two* Owners *Ind. Rub. Gutta Percha & Co. Ltd. Port London* Voyage *La Palmar*Steam Pressure in Main Boilers *71 lbs* If Surveyed Afloat or in Dry Dock *Both* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).in Donkey Boiler *75 lbs* (State name of Dock.) *Thames Iron Works & Shipbuilding Co. Ltd.*Last Survey No. *Special Survey* Port *Nº 1*Particulars of Examination and Repairs (if any) *Special Survey*

Periodical Surveys, when held, must be reported in detail and verification in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? *Yes*Do. " Donkey " " " *Yes*If this was not done, state for what reasons? *None*And what parts of the Boilers could not be thus thoroughly examined? *All 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? *None*Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*At what pressure were they afterwards adjusted under steam? *40 lbs (low weight)*Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*To what pressure were they afterwards adjusted? *45 lbs*If the Survey is not complete state what arrangements have been made for its completion? *Complete*

This vessel was placed on the blocks in dry dock, propeller, stern bush and all sea connections, with their respective fastenings were examined and found in good condition.

Examined cylinders, pistons, slide valves, steam chest, condenser, air, circulating, feed, bilge and donkey engine pumps with their buckets, valves and connections, found all in safe working condition.

Examined the crank, thrust and tunnel shafting. Several longitudinal marks were found in the crank shaft, but neither of these are of a serious nature at present. otherwise the shafting is in good condition.

Examined bilge injection valve, sluice valves, and all bilge pipes & hoses, found all in good condition.

Examined main & donkey boilers internally & externally, also their safety valves.

Found the main boiler plain tubes seriously pitted. These have been satisfactorily renewed, otherwise the boilers are in good condition. The main and donkey

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, R.S. 9, 92, E.S.M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

The machinery of this vessel is now in good order and safe working condition, and in my opinion the vessel is eligible to remain as classed with fresh record *LMC 1.93* noted in the Register Book.

Office or Registration Fee (per Sec. 27) *2* Survey Fee (per Section 38) *4 10* Special Damage Fee (per Section 38) *2* Travelling Expenses (if chargeable) *0*

Fees applied for *11 11 1893* Received by me, *15/2/1893*

Signature of Surveyor *Robt Balfour* Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute *FRI 13 JAN 1893* *FRI 4 AUG 1893*

Assigned *LMC 1.93*



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53985 Jan.

Donkey Boilers were seen under steam, and the main boiler
safety valves (lever + weight) lifted at 90 lbs, the donkey boiler
safety valves (spring) were adjusted to lift at 95 lbs. per sq. in.

RD

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

It is submitted that
this vessel is eligible for
THE RECORD L.M.C. 193

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