

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

(Received at London Office

TUES. JUN 16 1896

Date of writing Report 13th June 1896 When handed in at Local Office 15th June 1896 Port of London

No. in Reg. Book. 7 Survey held at London Date, First Survey 8 Last Survey 17th June 1896

on the Machinery of the Wood, Iron or Steel S. S. "Dacia" Master D. Morton

Tonnage Gross 1836 Net 1473 Vessel built at Sunderland By whom J. Laing When 1867 11

Registered Horse Power 207 Engines made at (Comp) When 75 Boilers, when made (Main) 75 (Donkey)

No. of Main Boilers 2 Owners J. Laing & Sons Ltd Port London Voyage Not Fixed

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 70 If Surveyed Afloat or in Dry Dock Names & Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 75

Last Survey No. Port

Particulars of Examination and Repairs (if any) Stern-bush + BA 1. 10-95

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

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?

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

Now done! Tail shaft drawn in and examined and found good New wood fitted in Stern-bush Fastenings of Sea Connections in good order. Propeller also examined and found good.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&M.S. 9,95 or L. M.C. 9,95, 140 lb., F.D., &c.)

The Machinery of this vessel is in good condition and, in my opinion, eligible to remain as classed without fresh record. The vessel is being removed from Special Limitation List.

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

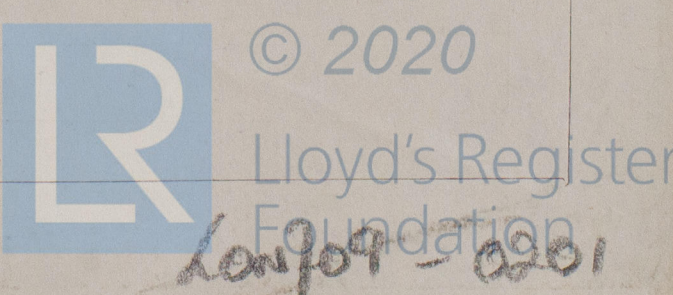
*State if Certificate is required

Committee's Minute FRI. JUN 19 1896

Assigned As now

but without limit

D. Ritchie.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Due to wear & tear. Stem bark rewooded.

It is submitted that
this vessel is eligible to
remain AS CLASSED.

Vessel's name to be removed from Limitation
List

Emil
17.696

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.



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