

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

(Received at London Office)

FRI 11 DEC 1896

Date of writing Report *Dec 10* 18*96* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book. *Survey held at London* Date, First Survey *Nov. 30* Last Survey *Dec. 10* 18*96*
 on the Machinery of the *Wood, Iron or Steel* *S.S. Dacia* Master *Morton*
 Tonnage Gross *1856* Net *1473* Vessel built at *Sunderland* By whom *J. Laving*
 Registered Horse Power *262* Engines made at *St. 50* When *1875* Boilers, when made (Main) *1875* (Donkey) *1887*
 No. of Main Boilers *2* Owners *India Rub. Gutta Parthi & Co. Ltd.* Port *London* Voyage *Laid up*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Shir Sham*
 Steam Pressure in Main Boilers *70 lbs* (State name of Dock.)
 in Donkey Boilers *75 lbs*
 Last Survey No. *5775* Port *Lon*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>4 A. 6. 96.</i>		<i>L.M.C. 1. 93.</i>
<i>S.S.A. Nov. 3. 1. 93.</i>		<i>B.S. 10. 95.</i>

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

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

Examined Main and Donkey Boilers internally and externally & Safety valves; all in good condition.

General Observations, Opinion, and Recommendation: *This vessel's Boilers are now in good condition in my opinion the vessel is eligible for the record B.S. 12. 96.*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *2 : 0 : 0*
 Special Damage Fee (per Section 28) £ *1 : 16 : 0*
 Travelling Expenses (if chargeable) £ : :
 *State if Certificate is required

Fees applied for

11/12 18 96
 Received by me,
Sam

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

Committee's Minute

TUES 15 DEC 1896

Assigned

2812 96
Sam



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Foundation

LON721-0130

*It is submitted that
this vessel is eligible for
THE RECORD. B.S. 12.96.*

*R. E.
11/12/96.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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