

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

Date of writing Report May 4. 1897 When handed in at Local Office 18 Port of London  
 No. in Reg. Book 9. Survey held at London Date, First Survey and Last Survey May 3. 1897  
 on the Machinery of the Wood, Iron or Steel S.S. "Dacia" Master Motta  
 Tonnage { Gross 1856 Vessel built at Sunderland By whom J. Lang When 1867 YEAR. MONTH.  
 Registered { Net 1473 Engines made at to When 8/5 Boilers, when made (Main) 8/5 (Donkey) 8/5  
 Horse Power { 207 Owners India Ref. Co. Ltd. 1 Del. Galin Port London Voyage North Atlantic  
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Wherry Dry Dock  
 No. of Donkey Boilers 1 (State name of Dock.)  
 Steam Pressure—  
 in Main Boilers 70 lbs  
 in Donkey Boilers 70 lbs

Last Survey No. Port  
 Particulars of Examination and Repairs (if any) Part S.S. No. 1.  
 (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? No  
 Do. " Donkey " " " No  
 If this was not done, state for what reasons? Seen 12. 96  
 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? No. Examined. 6. 96.  
 If the Survey is not complete state what arrangements have been made for its completion? To be completed on vessel's return.

Examined propeller, stem bush, sea connections and fastenings all in good condition.

Do complete the Survey. All the Engines except the propeller, screw shaft, stem bush & sea connections to be examined.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed & have the above examination noted as part of general Survey.

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

\*State if Certificate is required  
 Committee's Minute TUES 11 MAY 1897 FRI. 22 JUL 1898 FRI. 29 JUL 1898 FRI. 25 NOV 1898  
 Assigned Deferred  
 Lloyd's Register Foundation  
 LON 712 - 0328



S.S. No. 1, due 1, 97 to be completed on vessels

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return.

Propeller, stern bush, sea connections & fastenings examined

It is submitted that this vessel WILL BE eligible for the record.

L. H. C. M. Smith date

When all the various parts of the engine except propeller, screw shaft, stern bush, & sea connections have been examined

LH

7/5/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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