

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

(Received at London Office)

TUES, 21 DEC 1892

Date of writing Report Dec 20 1897 When handed in at Local Office 18 Port of London.

No. in Reg. Book. Survey held at London. Date, First Survey Dec 4th Last Survey Dec 17th 1897

8. on the Machinery of the ~~Wood~~, Iron or Steel R.P. Dacia " Master Hudson. (No. of Visits 3)

Tonnage { Gross 1556 Net 1473 Vessel built at Sld. By whom J. Laving. When 1867. 11

Registered Horse Power { 207 2 Engines made at Sld. When 1875 Boilers, when made (Main) 1875 (Donkey) 1877

No. of Main Boilers 1 Owners India Rubber & Gutta Percha & Co. Port London Voyage Laid up.

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 70 lbs If Surveyed Afloat or in Dry Dock River Thames. (State name of Dock.)

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

Last Survey No. 5877 Port Lon
Particulars of Examination and Repairs (if any) P.S. No. 1.

(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 incidents 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.

and the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do.	"	Donkey	"	"
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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 spare propeller shaft fitted, state whether new?

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done.

Hammed Main & Dockey Boilers & Safety valves, also Cylinders, Pistons, Valves, pumps & Condenser, bilge connections, cranks, & Trust & Tunnel Shapping, found same all in good condition.

To complete the Survey. Main & Donkey Boiler safety valves to be adjusted under steam.

General Observations, Opinion, and Recommendation:—This vessel's machinery is

(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. 0,05, B.&M.S. 0,05 or L.M.C. 0,05, 140 lb. F.D., &c.)

now as far as seen in good condition & in my opinion the vessel will be eligible for the L.M.C. 12.97 when the Survey has been completed as above

Office or Registration Fee (per Sec. 27).....	£	:	:
Survey Fee (per Section 28).....	£	5	00
Special Damage Fee (per Section 28).....	£	10	0
Travelling Expenses (if chargeable).....	£	4	10 0

Fees applied for

23/12/98

..... 18

Received by me

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

Committee's Minute

FBI 22 JUL 1998

FRI. 29 JUL 1898

FRI. 25 NOV 1898

Lloyd's Register
Foundation

LON 714-0220

It held on hull
S.S. 701 due 1, 97/ to be completed before
vessel goes to sea. (vessel laid up)

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

L.H.B. 12, 97 when the
Main & Donkey Boiler safety
valves have been adjusted
under steam

AS
23/12/97

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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