

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

48728

WEDNES. 29 AUGUST 1888

No. 148 Date of Writing Report 27 8 1888 Port of London  
 Reg. Book. Survey held at London Date, first Survey 16 Aug Last Survey 24 Aug 1888  
148 on the Machinery of the S. S. Malek Master A. J. Croft No. of Visits 5  
 Tonnage { Gross 1074 Net 1621 Vessel built at Newcastle By whom Wm Richardson When 1883 YEAR. MONTH. 2  
 Registered Horse Power } Engines made at Newcastle When 1883 Boilers, when made (Main) 1883 (Donkey) 1883  
 No. of Main Boilers } Owners Persian Gulf Steam Co Ltd London Voyage  
 Steam Pressure in Main Boilers } If Surveyed Afloat or in Dry Dock vic. Pentlands Class of Vessel & Machinery 100 A 1  
 in Donkey Boiler } (State name of Dock.) (as in Register Book.) 488

Last Survey No.                      Post                      + L.M.C. 487

Particulars of Examination and Repairs (if any) Damage

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

*On examining the propeller it was found to have lost 2 1/2 blades. There being indications that the propeller shaft had been damaged it was drawn in and the aft brass liner has had to be renewed. The lower brasses of the crankshaft of the 2 aft journals were found broken. These have been renewed and a new propeller has been fitted.*

*Examined sea-cocks & connections & found them good.*

*The bilge pump valve & air chamber has been renewed. This is not attributed to the damage.*

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.*

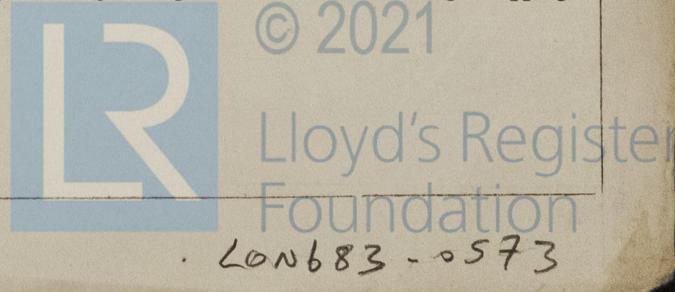
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ : :	<u>20/8</u> 1888
Special Damage, Fee (per Section 28) .....	£ <u>22</u> : :	} Received by me,
*Certificate (if required) as per margin .....	£ : :	
Travelling Expenses (if chargeable) .....	£ : :	<u>7/9</u> 1888

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

Committee's Minute FRIDAY 31 AUGUST 1888

Assigned



T. & S. Form No. 9—Transfer Ink—50

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that this  
vessel is eligible to  
remain as classed

DF

31/8 KF

