

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

49673

(Received at London Office,

SAT 13 JULY 1889

No. *138* Date of Writing Report *July 12th 1889* Port of *London*
 No. in Reg. Book. *138* Survey held at *London* Date, first Survey *July 6th* Last Survey *July 12 1889*
 on the Machinery of the *S. S. Malaga* Master *J. Russell* No. of Visits *3*
 Tonnage } Gross *1556* Net *984* Vessel built at *W. Hartford* by whom *Gray & Sons* When *1846* H
 Registered Horse Power } *140* Engines made at *Stretton* When *1846* Boilers, when made (Main) *1846* (Donkey) *1846*
 No. of Main Boilers *2* Owners *J. Hall & Co* Port *London* Voyage
 Steam Pressure in Main Boilers *40* If Surveyed *Afloat* or in Dry Dock *Pitcher's* (State name of Dock.)
 in Donkey Boiler *45* Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) *100A1.8.88*
 Last Survey No. _____ Port _____ *L.M.C. 8.88*

Particulars of Examination and Repairs (if any) *Annual Boiler Survey*
 (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? *Yes*
 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? *Propeller shaft drawn*

examined & a new one fitted satisfactorily & stern bush lined up. Sea connections & sea cocks good

Examined main & donkey boilers & safety valves also domes & found them in efficient condition

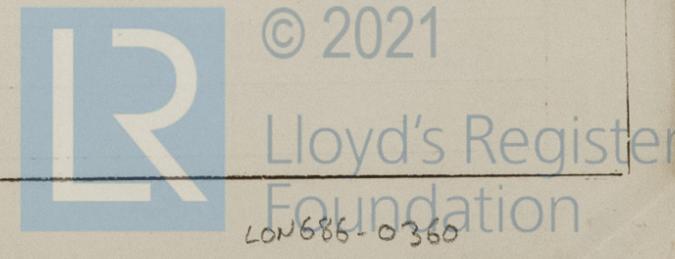
Tested main safety valves to 70 lbs per sq inch
" donkey " " " 45 " " "

General Observations, Opinion, and Recommendation:-- *This vessel's machinery as far as run is in good order & she is eligible in my opinion to remain as classed, & to have the notation B.S. 4.89 recorded in the Register Book*
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or + L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 1 10	} 16 7 1889
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	} received by me, 18 7 1889
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute *TUE 16 JULY 1889*
 Assigned *B S 7/89*



T. & S. Form No. 9—Transfer Ink—500, 23/1/89. * Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

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

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.

It is submitted that this vessel is eligible to have B. S. 7-89 recorded.
N. A.
15. 7-89



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