

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

4993

(Received at London Office,

WED 23 OCT 1889

No. 145 Date of Writing Report 22. 10. 89. 1889 Port of London
 No. in Reg. Book 145 Survey held at London Date, first Survey + Last Survey Oct. 14 1889
 on the Machinery of the S. S. Malite Master Wm. Rieken No. of Visits 1
 Tonnage { Gross 1621 Vessel built at Newcastle By whom Wm. Rieken When 1883-2
 { Net 1054 Engines made at " When 1883 Boilers, when made (Main) 1883 (Donkey)
 Registered Horse Power 180 Owners Messrs. G. S. S. Co Port London Voyage
 No. of Main Boilers 2 Surveyed Afloat or in Dry Dock Pontoon Class of Vessel & Machinery 100 A1
 Steam Pressure in Main Boilers 90 lbs. Surveyed Afloat or in Dry Dock Pontoon (State name of Dock.)
 in Donkey Boiler

Last Survey No. 145 Port London
 (As in Register Book, including date of last Boiler Survey.) -1-L.M.C. 4.87.
\$ & I. on. No 1-87. B.S 5.89.

Particulars of Examination and Repairs (if any) Annual 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?
 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?

Vessel placed in dry dock sea connections examd. found in good condtn., the fastenings of the Stern bush were found to be injured by a steel hawser having wound round the end of tail shaft, additional bolts have now been fitted through the flange, Propeller connections were sound.

General Observations, Opinion, and Recommendation:— As far as seen this vessel
 (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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or *L.M.C. 1/89, as the case may be.)
appears eligible to remain as classed.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for 188 received by me, 188
Survey Fee (per Section 28)	£	✓	✓	
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

Committee's Minute FRIDAY 25 OCT 1889
 Assigned Remain as classed

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

T. & C. Form No. 9—Treasurer, Inl.—6. The Surveyors are requested not to write on or below the space for Committee's Minutes.

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



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 LON 637-0255

It is submitted that the vessel
is eligible to remain as
classified

A.S.L.

21. 10. 89



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