

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

No. *145* Date of Writing Report *22. 10. 89* 188*9* 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. Malise* Master *Wghm. Rukden* No. of Visits *1*
Tonnage { Gross *1621* Net *1054* Vessel built at *Newcastle* By whom *Wghm. Rukden* When *1883* Boilers, when made (Main) *1883* (Donkey)
Registered Horse Power *180* Engines made at *"* When *1883* Boilers, when made (Main) *1883* (Donkey)
No. of Main Boilers *90lbs.* Owners *Pers. Gf. S. S. Co* Port *London* Voyage
Steam Pressure in Main Boilers *90lbs.* ☒ Surveyed ~~Afloat~~ in Dry Dock *Pontoon* Class of Vessel & Machinery *100 A1*
in Donkey Boiler (State name of Dock.) (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.

Last Survey No. *145* Port *London*

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
Survey Fee (per Section 28)	£	✓	✓	188
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

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*

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

ALH
24. 10. 89

