

50574

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

(Received at London Office,

SAT 3 MAY 1890

No. *145* Date of Writing Report *2.5.90* 18 *18* Port of *London*  
No. in Reg. Book. *145* Survey held at *London* Date, first Survey *Apl: 3* Last Survey *Apl: 18* 1890  
on the Machinery of the *S. S. "Malure"* Master *Wghm. Richardsn* No. of Visits *4*  
Tonnage Gross *1621* Net *1057 1/2* Vessel built at *Newcastle* By whom *Wghm. Richardsn* 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 *2* Owners *Peran: Lf. S. S. Co.* Port *London* Voyage *"*  
Steam Pressure in Main Boilers *90 lbs.* ☒ Surveyed Afloat ☒ in Dry Dock *Pontoon* Class of Vessel & Machinery *100 A 1. 10. 89*  
in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *Spar dk. -1- L.M.C. 4.87. BS. 5.89.*

Last Survey No. *"* Port *"* *S.S. Lion No 1-87.*

## Particulars of Examination and Repairs (if any)

(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 on Pontoon, sea combs. examined. Found in good condition: the propeller. Its fastenings sound & the tail shaft a good fit in Stern bush.

The couplg. bolts in After length of shafting having unteed loose, recommended. the holes to be made true, new bolts to be fitted & the whole length of shafting to be lined up, which has been done.

The owners propose to hold the annual B.S. on vessels return from present Voy: say in two months.

## General Observations, Opinion, and Recommendation :-

(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.)

*As far as seen this vessel appears eligible to remain as classed.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	✓	✓	18
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

Committee's Minute *TUES 6 MAY 1890*

Assigned *Remain as classed*



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Foundation

Lon 689-0258



It is submitted that this  
vessel is eligible to  
remain as  
Closed-  
N.A.  
5590

