

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

(Received at London Office, JULY 17 1890)

No. *138* Date of Writing Report *July 16 1890* Port of *London*
 No. in Reg. Book. *138* Survey held at *London* Date, first Survey *July 10* Last Survey *July 16 1890*
 on the Machinery of the *S.S. Malaga* Master *J. P. P. P.* No. of Visits *3*
 Tonnage Gross *1420* Net *984* Vessel built at *W. Hartlepool* By whom *W. Gray & Co* When *1876*
 Registered Horse Power *140* Engines made at *Stockton* When *1876* Boilers, when made (Main) *1876* (Donkey) *1876*
 No. of Main Boilers *2* Owners *J. P. P. P. Co* Port *London* Voyage
 Steam Pressure in Main Boilers *40* If Surveyed Afloat or in Dry Dock *Union*
 in Donkey Boiler *45* (State name of Dock.)
 Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *MA 1.10.89*
 Last Survey No. *103.8.88* Port *S.S. Har*

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? *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?

*Examined main & donkey boilers & their respective safety-valves
 Donkey boiler seams round fire box leaking, new rivets have been put in & caulking done, result satisfactory*

*Main safety-valves blow at 40 lbs per sq inch
 Donkey - calculated to blow at 45 lbs dead weight*

*Sea connections, sea cocks, & propeller fastenings
 seen*

*This submitted that this vessel is eligible to have BS. 7 90 recorded
 J. J. M.
 17/7/90*

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's machinery is in good condition & eligible in my opinion to remain as classed & to have BS. 4.90 recorded in the Reg. Book

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	0	17/7/1890
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	31. 1890

James Wilson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 18 JULY 1890*

Assigned

BS 7/90



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LON690-0179