

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

(Received at London Office, JULY 17 1890)

50899

No. 138 Date of Writing Report July 16<sup>th</sup> 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. Hall & 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.) MAI. 10.89  
LMC. 8.88  
BS. 4.89

Last Survey No. \_\_\_\_\_ Port S.S. "Hear" 203.8.88  
 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 peri base 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

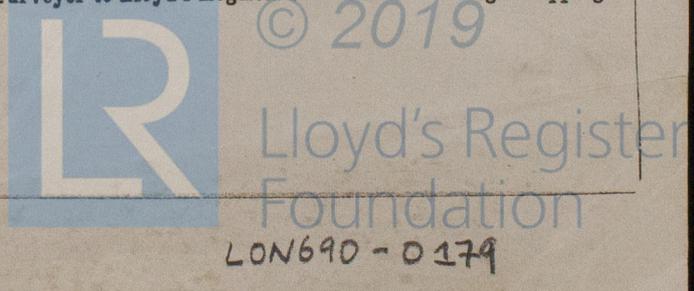
*This submitted that this vessel is eligible to have BS. 7 90. recorded  
 J. J. M.  
 17/7/90*

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's 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) .....	£ : :	received by me, 31. ) 1890
*Certificate (if required) as per margin .....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute FRI 18 JULY 1890  
 Assigned BS 7/90



L. & S. Form No. 9—Transfer Ink—006, 4/11/90

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