

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

No. 102 Date of Writing Report 15<sup>th</sup> Dec 1890 Port of London  
 No. in Reg. Book 102 Survey held at London Date, first Survey Nov 15<sup>th</sup> Last Survey Dec 12<sup>th</sup> 1890  
 on the Machinery of the S.S. "Mallard" Master J. Hayes No. of Visits 5  
 Tonnage Gross 1250 Net 803 Vessel built at Runde By whom Courley & Co When 1882 YEAR. MONTH.  
 Registered Horse Power 140 Engines made at Runde When 1882 Boilers, when made (Main) 1882 (Donkey) 1882  
 No. of Main Boilers 2 Owners General St. Aust. Co Port London Voyage ✓  
 Steam Pressure in Main Boilers 75 If Surveyed Afloat or in Dry Dock Repton dry dock Class of Vessel & Machinery +100 A1. 10, 87  
 in Donkey Boiler 50 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +LMC 9, 86

Last Survey No. 1 Port S.S. Lon. No 1-86

Particulars of Examination and Repairs (if any) S.S. No 2

(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 all sea connections & their packings examined & found in good order. Spare tail end shaft (which has been in use before) & new Propeller fitted this time - all satisfactory. Stem tube bush renewed with lignum vitae. Satisfactory. Examined 4 Pres. & 2 Pros. cylinders pistons, slide valves, casings & rods found all in good condition. Examined Air circulating, feed & bilge pumps & their respective valves all in good order. Examined crank, thrust & tunnel shafting all found in good condition. Examined Condenser - same tested and found satisfactory. Examined main boilers internally & externally - 6 screwed stays & nuts renewed at back of Combustion Chambers - Safety Valves examined - all the Springs renewed - the same tested under steam & adjusted to blow at 75 lbs per sq. in. Examined donkey boiler internally & externally 2 gusset stays renewed - safety valve & spring in good order & tested under steam adjusted to blow at 50 lbs per sq. in.*

## 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, the machinery of this vessel, is in my opinion in fit condition, & eligible to have + LMC 12, 90 recorded in the register book. subject to annual B.S. being held as per rule.*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ 4 0 0	20/12/1890
Special Damage Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	6/11 1891

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

Committee's Minute

Assigned

*+ L. M. C. 12/90.*

TUE 23 DEC 90



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LON691-0362



It is submitted that this  
vessel is eligible to  
have + LMC 12-90  
recorded.

W.A.  
22-12-90

