

51820

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

THURS. 30 APR 1891

No. 51820 Date of Writing Report April 29th 1891 Port of London (Received at London Office)

No. in Reg. Book 100 Survey held at Wapping on the Machinery of the s.s. "Malek" Date, first Survey April 22nd Last Survey April 23rd 1891 Master Collin No. of Visits 2

Tonnage Gross 1627 Net 1054 Vessel built at Newcastle By whom Wigham Richardson When 1883 2

Registered Horse Power 180 Engines made at Newcastle When 1883 Boilers, when made (Main) 1883 (Donkey) ✓

No. of Main Boilers ✓ Owners Persian Gulf S.S. Co. Ltd. Port London Voyage Bushire

Steam Pressure in Main Boilers 90^{lbs} in Donkey Boiler ✓ If Surveyed Afloat or in Dry Dock at Wapping Wharf. Class of Vessel & Machinery +100A.1.191

Last Survey No. 57459 Port S.S. Lon. No 1-87 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100A.1.191

Particulars of Examination and Repairs (if any) Part Special Survey 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 Main Boiler separately and make a thorough examination at this time? Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted?

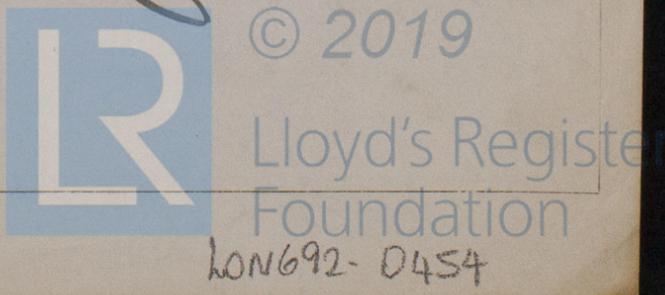
Examined High Pressure & Low Pressure Slide Valves & Cylinder faces. The High Pressure Cylinder false face has been re-bolted to cylinder -

General Observations, Opinion, and Recommendation:— So far as seen the machinery of this vessel is in good condition & eligible in my opinion to remain as classed provided the survey is completed on the vessel's return in say 4 months time.

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

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

*State if Certificate is required. Committee's Minute 1 MAY 1891 Assigned as now,



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

plumb. note plumb

It is submitted that this vessel is eligible to remain as classed and that this survey be noted as part of the special survey.

C.H.S.

30.4.91.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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