52470

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

(Received at London Office MON. 16 NOV 1891)

No. ..... Date of Writing Report Nov. 13th 1891 Port of London

No. in Reg. Book. 104 Survey held at London Date, first Survey — Last Survey Nov. 7th 1891

on the Machinery of the s/s "Malaga" Master — No. of Visits 1

Tonnage { Gross 1556 / Net 984 } Vessel built at W. Hartlepool By whom W. Gray & Co When 1876 (Year. Month. 4)

Registered Horse Power 140 Engines made at Stockton When 1876 Boilers, when made (Main) 1876 (Donkey) 1876

No. of Main Boilers Two Owners J. Hall jun & Co Port London Voyage Oporto

Steam Pressure— in Main Boilers 70lbs in Donkey Boiler 45lbs

Surveyed Afloat or in Dry Dock (State name of Dock.) London Docks

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) ✠100A.1.7.91 LMC. 8.88

Last Survey No. 52244 Port London

Particulars of Examination and Repairs (if any) Completion of B.S. S.S. Hpl. No. 3. 8.88

(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 B.S. 7.90

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 main & donkey boilers under steam and adjusted the safety valves to blow at 70lbs & 45lbs per sq. inch respectively.

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. 1,91, B.&M.S. 1,91, or ✠L.M.C. 1,91, as the case may be.)

So far as seen the machinery is in good order & eligible in my opinion to remain as classed and to have B.S. 7.91 recorded in the Register Book.

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

*State if Certificate is required

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

Committee's Minute FRI 20 NOV 1891

Assigned RS 7/91

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

*Certificate to be sent to.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

16.—L. R. P. H.—Form No. 9.—Transfer Ink—5,000, 18/8/91

LON694-0342

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this vessel is eligible for the record B.S. 7.91

C.W.S.
18.11.91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.