

52470

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

(Received at London Office MON. 16 NOV 1891)

No. 104 Date of Writing Report Nov 13th 91 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 of "Malaga" Master — No. of Visits 1
 Tonnage Gross 1556 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 Two Owners J. Hall jun & Co Port London Voyage of ports
 Steam Pressure in Main Boilers 70 lbs in Donkey Boiler 45 lbs Surveyed Afloat or in Dock
 (State name of Dock.) London Docks Class of Vessel & Machinery +100A.1.7.91
 Last Survey No. 5224 Port — (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) hmc. 8-88

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 marked from B.S. 7.90

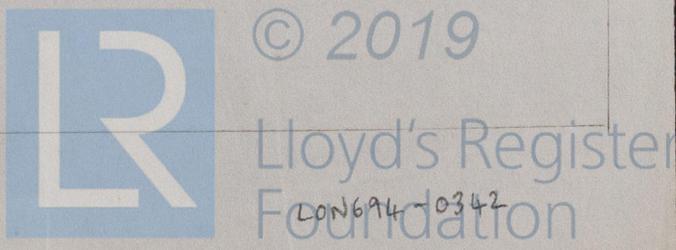
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
 Do. " Donkey " " "
 If this was not done, state for what reasons?
 And what parts of the Boilers could not be thus thoroughly examined?
 Also what special means, in the absence of internal 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 70 lbs & 45 lbs 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 notation 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)	£	:	:	Received by me,	18
Special Damage Fee (per Section 28)	£	:	:		
Travelling Expenses (if chargeable)	£	:	:		

*State if Certificate is required
 Committee's Minute FRI 20 NOV 1891
 Assigned BS 7/91
 H.P. Cornish
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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.

It is submitted that this vessel is
eligible for the record
C.S.P.
18.11.91
18.7.91

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation