

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

Date of writing Report *Nov. 21* 18 *94* When handed in at Local Office *Port of London*  
No. in Reg. Book *185* Survey held at *London* Date, First Survey *Nov 19* Last Survey *Nov. 21 1894*  
on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. MALVERN* Master *Hyde*  
Tonnage { Gross *2493* Vessel built at *W. Harkepool* By whom *W. Gray & Co (Lim)* When *1890* 6  
Net *1628*  
Registered Horse Power *250* Engines made at *G* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*  
No. of Main Boilers *2* Owners *Galbraith & Pembroke & Co* Port *London* Voyage *Black Sea*  
No. of Donkey Boilers *1* If Surveyed ~~At anchor~~ in Dry Dock *Green Dry Dock*  
Steam Pressure in Main Boilers *160 lb* (State name of Dock.)  
in Donkey Boilers *80 lb*

Last Survey No. *Port*  
Particulars of Examination and Repairs (if any) *Part S.S. No. 1*  
(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

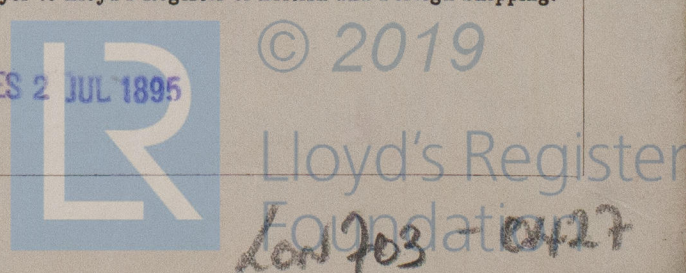
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*  
Do. " Donkey " " *No*  
If this was not done, state for what reasons? *Boilers not prepared for survey.*  
And what parts of the Boilers could not be thus thoroughly examined?  
Also 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? *No*  
At what pressure were they afterwards adjusted under steam?  
Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*  
To what pressure were they afterwards adjusted?  
If the Survey is not complete state what arrangements have been made for its completion? *Survey to be completed on vessel's return to the U.K. in about 10 weeks time.*

*Examined propeller shaft, which was drawn in, propeller, stem bush & sea & bilge connections; all found to be in good condition.*  
*To complete the survey. The whole of the Boilers & Machinery except the propeller shaft, propeller, stem bush, & sea & bilge connections to be examined, & all safety valves to be adjusted under steam.*

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed & have record L.M.C. with fresh date when the has been completed*

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).....	£	:	:	18

\*State if Certificate is required  
Committee's Minute *Deferred*  
Assigned



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.  
16-LRPH-Form No. 9—Transfer Ink—5,000, 4,494.  
(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.



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 shew through to the other side.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED. and the  
examination of the propeller shaft,  
propeller-stem bush & sea connections  
noted. for S.P. No 1

H.A.  
29-11-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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