

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

(Received at London Office THUR, 29 AUG 1895)

Date of writing Report 29 August 95 When handed in at Local Office 18 Port of London

No. in Reg. Book 111 Survey held at London Date, First Survey 17 August Last Survey 27 August 1895
 on the Machinery of the Wood, Iron or Steel S.S. "Malaga" Master Russell
 Tonnage { Gross 1556 Net 984 Vessel built at Warrington By whom W. Day & Co When 1876-4
 Registered Horse Power 158 Engines made at Stockton When 1876 Boilers, when made (Main) 1876 (Donkey) 1876
 No. of Main Boilers 2 Owners J. Hall Junr & Co Port London Voyage Mediterranean
 No. of Donkey Boilers one Steam Pressure in Main Boilers 70 lbs in Donkey Boilers 45 lbs
 Surveyed Afloat X in Dry Dock Regents Dock (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1	8.94	L.M.C. 8.92
S.S. Spl No 3 - 8.88		B.S. 8.94
S.S. Spl No 1 - 93		

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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? Yes

Do, " Donkey " " " " Yes

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? Yes

At what pressure were they afterwards adjusted under steam? 70 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 45 lbs dead weight

Has the propeller shaft been drawn and examined at this time? No

If the Survey is not complete state what arrangements have been made for its completion? ✓

Vessel placed in dry dock. Examined propeller, Bush and all sea connection fastenings & found satisfactory

Examined Main Boilers externally and internally shell, chambers, wing furnaces & centre furnace in Starboard Boiler tubes & stays, ends & steam chests found satisfactory. The Centre furnace on port Boiler found corroded at fuel level, has been cut & efficiently repaired.

Examined Donkey Boiler externally & internally drilled shell in several places & found thickness satisfactory

Firebox, Crown, stays & uptake satisfactory

Examined safety valves & found satisfactory

Examined Main & Donkey Boilers under steam and adjusted safety valves to working pressures

General Observations, Opinion, and Recommendation: The Machinery of this vessel so far as seen, is now in a safe working condition and eligible in my opinion to have BS 8.95 recorded in the Register of this Society.

Office or Registration Fee (per Sec. 27)	£		Fees applied for	
Survey Fee (per Section 28)	£	2 0 0	29/8/95	ACB
Special Damage Fee (per Section 28)	Less 10%	4 0		
Travelling Expenses (if chargeable)	£	1 16 0	2/9/95	

Thomas R Blackie
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute TUES. 3 SEP 1895
 Assigned BS 8.95



It is submitted that
this vessel is eligible for
THE RECORD. B.S 8-95

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.

On account of wear & tear
moderate repairs have been
effected to the Port Main
Baler

M.S.
29.8.95.

[The main body of the page contains dense, handwritten cursive text, which is largely illegible due to fading and bleed-through from the reverse side. The text appears to be organized into columns or sections, possibly representing a log or a detailed report.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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