

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

(Received at London Office) WED. MAR 17 1897

Date of writing Report March 16 1897 When handed in at Local Office 18 Port of London

No. in Reg. Book 428 Survey held at London Date, First Survey Feb 19 Last Survey March 16 1897

on the Machinery of the Wood, Iron or Steel S.S. "Malakua" Master McDougal

Tonnage { Gross 3322 Net 2190 Vessel built at New By whom Stephenson & Co. When 1890 YEAR. MONTH.

Registered Horse Power 329 Engines made at Hpl. Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers 2 Owners Shaw, Saville & Albion Co. Ltd. Port Porthamplow Voyage New Zealand

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock S. A. Dock (State name of Dock.)

Steam Pressure—160 lbs. in Main Boilers. 80 lbs. in Donkey Boilers.

Last Survey No. Port

Particulars of Examination and Repairs (if any) B.S.

(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? 163 lbs.

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

To what pressure were they afterwards adjusted? 84 lbs.

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? Completed.

Examined Main & Donkey Boilers internally and externally and Safety valves.

Repairs due wear & tear. A patch fitted a bottom of vertical beam in Donkey Boiler fire box & a new manhole door fitted to Donkey Boiler

Safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation:—This vessel's Boilers are now in good condition & in my opinion the vessel is eligible for the record B.S. 3.97.

Office or Registration Fee (per Sec. 27) £ 2 0 0

Survey Fee (per Section 28) £ 1 16 0

Special Damage Fee (per Section 28) £ 1 16 0

Travelling Expenses (if chargeable) £ 1 16 0

Fees applied for 17/3 1897

Received by me, M. Sahmar.

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

State if Certificate is required -

Committee's Minute FRI. MAR 19 1897

Assigned B.S. 3.97

Lloyd's Register Foundation

CONF12-0119

It is submitted that
this vessel is eligible for
THE RECORD. 13.3.97.

R.S.
17.3.97.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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