

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

(Received at London Office)

SAT. 9 SEP 1899

Date of writing Report *Sept 1-8th 99* When handed in at Local Office *is* Port of *London*
 No. in Reg. Book. *482* Survey held at *London* Date First Survey *Aug 29th 99* Last Survey *Sept 7th 99*
 on the Machinery of the *Wood Iron or Steel* *S.S. Malatua* Master *Holmes*
 Tonnage { Gross *3393* Net *2173* Vessel built at *Howe* By whom *Stephenson & Co. L^d* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*
 Registered Horse Power *329* Engines made at *Hpl.* Owners *Shaw, Savill & Albion Co. L^d* Port *Southampton* Voyage *New Zealand*
 No. of Main Boilers *7* If Surveyed Afloat or in Dry Dock *At Dry Dk* (State name of Dock.)
 No. of Donkey Boilers *1* Steam Pressure in Main Boilers *160 lb* in Donkey Boilers *80 lb*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Donkey.*

(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?

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?

To 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 under steam?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examined propeller, propeller shaft, stern bush, and sea connections' fastenings, all in good condition.

New safety valves have now been fitted to the Donkey Boiler, the metal of the old valves being very soft, and the valves have been adjusted under steam to the above pressure.

General Observations, Opinion, and Recommendation:—

This vessel's Machinery is

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

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

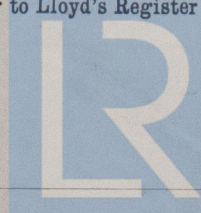
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute

FRI. 29 SEP 1899

Assigned



Lloyd's Register
Foundation

LON 719 - 0323

Screw shaft examined

New safety valves fitted to Monkey
boiler and valves adjusted
under steam.

It is submitted that
this vessel is eligible to
remain as CLASSED.

SMR
25/9/99

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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