

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

SAI. 8 JUL 1916

(Received at London Office)

Date of writing Report: 4 JUL 1916
 When handed in at Local Office: 4 JUL 1916
 Port of: LIVERPOOL
 No. in Reg. Book: 205
 Survey held at: Liverpool
 Date, First Survey: 30 June 1916
 Last Survey: 30 June 1916
 on the Machinery of the Wood, Iron or Steel: S/S. "Malakand"
 Master: Montada's
 Tonnage: Gross 7653, Net 4928
 Vessel built at: Belfast
 By whom: Harland & Wolff
 When: 1905-12
 Registered Horse Power: 685
 Engines made at: do
 By whom: do
 When: do
 No. of Main Boilers: 2012
 Boilers, when made (Main): 1905
 Owners: J. & J. Bucklebank
 Port: Liverpool
 Voyage: Calcutta
 No. of Donkey Boilers: 1
 Steam Pressure in Main Boilers: 215 lb
 If Surveyed Afloat or in Dry Dock: West Float D. Dock
 (State name of Dock.)
 in Donkey Boilers: do

Last Report No. _____ Port: Sail Shaft
 Particulars of Examination and Repairs (if any): Docking

CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned or new assigned.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1		*Lmc.
7-15		BS. 2-16
S.S. 56 M. 2-14		T.S. 9-14.
		M.S. 4-13

(Periodical Surveys, when held, must be reported in detail and certaintly 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 summarized at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? No. Was a damage report made by anyone else? If so, by whom? _____

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? Not due.

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? _____

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? or is it without liners?

Has shaft now been changed? No If so, state reasons _____

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

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

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

Now done Bessel placed in Dry Dock. Propeller shaft drawn in and examined and found in good condition. Stern bush rewooded. Propeller and other fastenings of Sea cocks & valves examined and found in good condition.

General Observations, Opinion, and Recommendation:—
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, 11, E. & M.S. 9, 11, or L.N.C. 9, 11, 140 lb., F.D., &c.)
The Machinery of this Vessel as far as seen is now in good and safe working condition and eligible in my opinion to remain as classed and to have Notification T.S. 6-16 recorded.

Survey Fee (per Section 88)..... £	Fees applied for
Special Damage or Repair Fee (if any)..... £	19
Travelling Expenses (if chargeable)..... £	Received by me,
	19

John Dikes
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL - 7 JUL 1916

Assigned *as now*
Note T.S. 7-16



