

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

(Received at London Office)

FRI. 24 SEP. 1915

Date of writing Report 22-9-15 When handed in at Local Office 22-9-15 Port of Hull

No. in Reg. Book. 201 Survey held at Hull Date, First Survey 15-9-15 Last Survey 16-9-1915

on the Machinery of the Wood, Iron or Steel Sc K. "Malabar" Master Sc K. "Malabar"

Tonnage { Gross 171 Vessel built at Beverley By whom Cook, Wilton & Gemmell When 1903-8
Net 67

Registered { Horse Power 45 Engines made at Hull By whom Amos & Smith When 1903
No. of Main Boilers 1 Boilers, when made (Main) 1903 (Donkey) -

No. of Donkey Boilers 1 Owners Hull S.F. & Peck Ltd Port Hull Voyage Fishing

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock St Andrews

in Donkey Boilers 1

Last Report No. 28646 Port HullParticulars of Examination and Repairs (if any) Repair to main steam pipe.

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

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.	MAINTENANCE * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.E., if any).
<u>1-100 A1</u>		<u>1-LMCS, 11</u>
<u>Stm Trawler 4, 15</u>		<u>BS 7, 15</u>
<u>SS Hull No 2-11</u>		<u>S 4, 15.</u>

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? ✓ 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?

Do. " Donkey " " " " "

If this was not done, state for what reasons? BS 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? no

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has shaft now been changed? no If so, state reasons

Is the shaft now fitted new? no

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? ✓

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

Flange on main steam pipe found defective, & same now renewed. The pipe annealed & tested to 400 lbs per sq. inch, & afterwards examined on board under full steam pressure, & found satisfactory.

No information could be obtained as to when the SS No 3 would be held.

General Observations, Opinion, and Recommendation:— This vessel's machinery

(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, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

is eligible in my opinion to remain as classed, without fresh record of survey.

Survey Fee (per Section 88) £ Fees applied for 19
Special Damage or Repair Fee (if any) £ (per Section 88.) ✓
Travelling Expenses (if chargeable) £ Received by me, 10

Committee's Minute

TUE. SEP. 28. 1915

Assigned

Deferred for 22nd 3

P. Fitzgerald

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

FRI. JAN. - 7. 1916

FRI. 10 MAR. 1916

Lloyd's Register
Foundation

N80-0070

S.S. #03 due 8.15 to informants
as to definite date

(Postponement granted
in July last)

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 to cause it to show through to the other side.

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

S.S.

24.9.15

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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