

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

No. *8448* Date of Writing Report *Sept 13<sup>th</sup>* 188*8* Port of *Glasgow* (Received at London Office, *14 SEP 88*)  
 No. in Reg. Book. Survey held at *595* on the Machinery of the *S S Medway* Date, first Survey *Sept 11<sup>th</sup>* Last Survey *Sept 11<sup>th</sup>* 188*8*  
*595* on the Machinery of the *S S Medway* Master *W. Fry* Tons *475* Net *870* Gross  
 If Surveyed Afloat or in Dry Dock *Inlin Slip* Vessel built at *Glasgow* in 1886. Engines made in 1886  
 N.H.P. *180* No. of Main Boilers  Made in 1886 Donkey Boiler made in 18  Working Pressure, Main Boilers *100* lbs.;  
 Working Pressure, Donkey Boiler  lbs.; Owners *W. Sloan & Co* Port *Glasgow*  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery *100A.1.12-87 + L.M.C. 6-86*  
 (As in Register Book).

## Particulars of Repairs and Examination *Docking*

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.  
 Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *No.*  
 If this was not done, state for what reasons? *No survey 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?

*When this vessel was on the slipway examined the sea connection propeller fastening.*

## General Observations, Opinion, and Recommendation:—

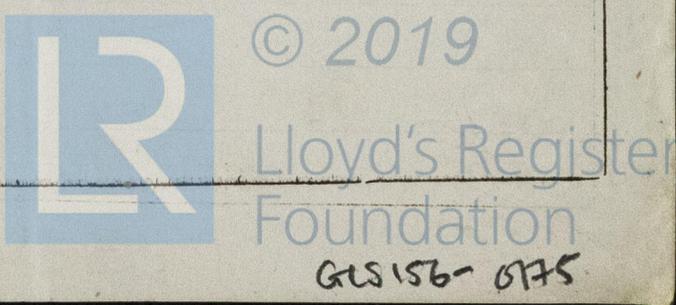
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)  
*The above mentioned parts were all found in good & safe working condition and I am of opinion that the machinery is eligible to remain as classed in the Register Book.*

Office or Registration Fee (per Sec. 27).....	£ - : - :	Fees applied for
Survey Fee (per Section 28).....	£ - : - :	188
Special Damage, Fee (per Section 28).....	£ - : - :	
*Certificate (if required) as per margin.....	£ - : - :	Received by me,
Travelling Expenses (if chargeable).....	£ - : - :	188

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

Committee's Minute *THURS 18 SEPT 18*

Assigned \_\_\_\_\_



Insert Character of Ship and Machinery precisely as in the Register Book.

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.

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It is submitted that this vessel  
is eligible to remain as chartered

RF

17/9/88



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REPORT ON SURVEY FOR THE DEPARTMENT OF TRADE AND INDUSTRY  
REPUBLIC OF SOUTH AFRICA