

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

No. *9430* Date of Writing Report *12th October 1889* Port of *Glasgow* (Received at London Office, *MGN 21 OCT 1889*)
 No. in Reg. Book *577* Survey held at *Glasgow* Date, first Survey *Oct 4th* Last Survey *Oct 15th 1889*
 on the Machinery of the *S.S. "Medway"* Master *W. F. Fyfe* No. of Visits *3*
 Tonnage Gross *831* Net *436* Vessel built at *Glasgow* By whom *C. Connell & Co.* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*
 Registered Horse Power *180* Engines made at *J. & F. Thomson* Port *Glasgow* Voyage *Coasting*
 No. of Main Boilers *2* Owners *W. Sloan & Co.* If Surveyed Afloat or in Dry Dock *Afloat* Class of Vessel & Machinery *100 A.1. 3/89*
 Steam Pressure in Main Boilers *100* (State name of Dock.)
 in Donkey Boiler *60* Last Survey No. *100* Port *Glasgow*

Particulars of Examination and Repairs (if any)

(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? *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?

Engines opened up; main bearings and crank pins stripped and examined. Cylinders opened up, pistons and slide valves examined, also tunnel bearings. Air, circulating, feed and bilge pumps stripped and examined.

Main and Donkey boilers examined, also steam dome on same. Safety valves overhauled and connections from engine to boilers examined, and tested under steam to working pressures with satisfactory results.

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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or $\frac{1}{2}$ L.M.C. 1/89, as the case may be.)

*We are of opinion that the boilers and machinery are in good condition, and eligible to remain as classed in the Register Book with notation *No. 8. 10/89**

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 23) £ *1 10* : :
 Special Damage Fee (per Section 23) £ : :
 Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for *14/10 1889*
 Received by me, *19/10 1889*

James Morrison
Richard J. Beveridge
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 22 OCT 1889*

Assigned *BS 10/89*

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

Certificate to be sent to Committee's Minute.

T. & E. Form No. 9—Transfer Ink—6000, 28/1/89

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

9430. epl.

It is submitted that this
vessel is eligible
to have B.S. 10 AG.
Recorded-
W.A.
21-11-89

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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