

11541

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

No. 11541 Date of Writing Report 26th May 1892 Port of Glasgow
(Received at London Office 27 MAY 92)
No. in Reg. Book 439 Survey held at Glasgow Date, first Survey 23 May Last Survey 24th May 1892
on the Machinery of the S.S. Medway Master A. Kennedy No. of Visits 2
Tonnage Gross 831 Net 436 Vessel built at Glasgow By whom C. Connell & Co When 1886.5
Registered Horse Power 180 Engines made at do When 86 Boilers, when made (Main) 86 (Donkey) 86
No. of Main Boilers 100 Owners W. Sloan & Coy Port Glasgow Voyage Coasting
Steam Pressure in Main Boilers 100 lbs If Surveyed At in Dry Dock Meadowside Class of Vessel & Machinery +100 A1
in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 6.91
Last Survey No. 55.61.721-90 Port Glasgow

Particulars of Examination and Repairs (if any) Locking
(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 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?
At 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?

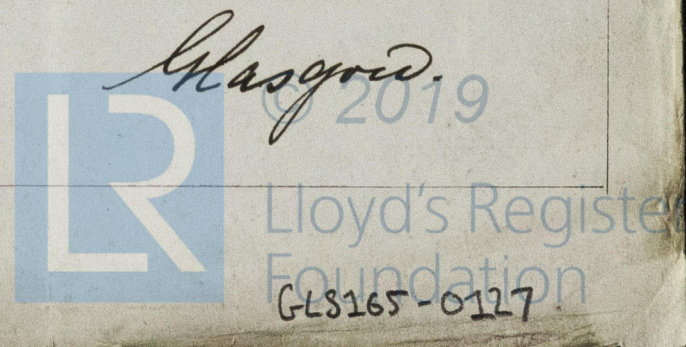
*Sea Connections, propeller & fastenings examined while the vessel was in dry-dock. -
No opportunity was afforded for holding boiler survey now due. -*

General Observations, Opinion, and Recommendation:— *As far as seen*
(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. 1,91, B.S.M.S. 1,91, or G.L.M.C. 1,91, as the case may be.)
This vessel's machinery appears in good order and is in my opinion eligible to remain as classed without any fresh record. -

Office or Registration Fee (per Sec. 27)	£	:	Fees applied for
Survey Fee (per Section 28)	£	:	18
Special Damage Fee (per Section 28)	£	:	
Travelling Expenses (if chargeable)	£	:	Received by me,
			18

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

*State if Certificate is required
Committee's Minute TUES. 31 MAY 1892 FRI 10 JUN 1892
Assigned as now



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

16.-L. R. P. H.-Form No. 9.-Transfer Ink-£5,000, 1892/91
(The Surveyor are requested not to write on or below the space for Committee's Minute.)
*Certificate to be sent to

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.

It is submitted that
the vessel is entitled to
be classed as CLASSEE

W.A. 27-5-92

note! the Annual British Survey
has just become due

W.A.
27-5-92

THE SURVEYORS ARE REQUESTED TO WRITE CROSS IN MARGIN



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