

11541

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

No. 11541 Date of Writing Report 26<sup>th</sup> 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 24<sup>th</sup> 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 YEAR. MONTH.

Registered Horse Power 180 Engines made at do When 86 Boilers, when made (Main) 86 (Donkey) 86

No. of Main Boilers 100 lbs Owners W. Sloan & Coy Port Glasgow Voyage Coasting

Steam Pressure in Main Boilers 100 lbs If Surveyed Afloat or in Dry Dock Meadowside (State name of Dock.)

Class of Vessel & Machinery +100 A1  
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 6.91  
S.S. G.L.M.C. 1-90

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

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 S.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	18
Survey Fee (per Section 28)	£	:	:		
Special Damage Fee (per Section 28)	£	:	:	Received by me,	
Travelling Expenses (if chargeable)	£	:	:		18

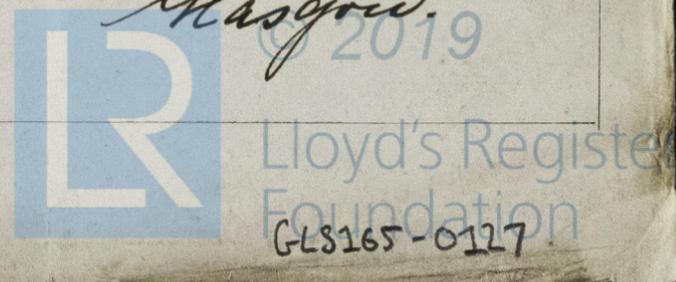
*Wm Sanderson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

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

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  
 16-L. B. P. H.—Form No. 9.—Transfer Ink—5,000, 1891  
 (The Surveyor are requested not to write on or below the space for Committee's Minute.)

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 treated as a CLASSE*

*M.A. 27-5-92*

*Note! The Annual British Survey  
has just become due*

*M.A.  
27-5-92*

THE SURVEYORS ARE REQUESTED NOT TO WRITE CROSS IN MARGIN.



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