

47955*

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

(Received at London Office, 6. 1. 88)

No. 1026 Date of Writing Report 6 Jan 1888 Port of London
No. in Survey held at London Date, first Survey 28 Dec 1887 Last Survey 3 Jan 1888
Reg. Book. (No. of Visits 6)

1026 on the Machinery of the S. P. Mount Edgumbe Tons, Net 1074 Gross 1667
If Surveyed Afloat or in Dry Dock Vic Dock Vessel built at Barrow in 1883 Engines made in 1883
(State name of Dock.)

No. of Main Boilers two Made in 1883 Donkey Boiler made in 18 Working Pressure, Main Boilers 80 lbs.;
Working Pressure, Donkey Boiler lbs.; Owners Bellamy & Co Port Plymouth

Last Survey No. 100A1 Port 10.86
Class of Vessel and Machinery 100A1 10.86
(As in Register Book.) + L.M.C. 10.88.

Particulars of Repairs and Examination Special Survey (Part).
(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?

A new (built) aft crankshaft has been fitted. Forward crankshaft good.

Examined High Pressure and low pressure slides and cylinders and pumps & found them good. A new air pump head valve grating has been fitted.

Examined 2 main boilers and a horizontal dome and the donkey boiler & found them good.

Examined Safety valves & found them good.

The ~~port~~ Starboard ^{boiler} Safety valves blow off at 80 lb and the donkey boiler valve at 30 lb.

On account of a fire in the engine room bulkhead the pressure in the port boiler ^{already} had been reduced to 20 lb and these valves could not be set before the vessel left.

The thrust block was opened out and closed up again before it could be seen by me. The other parts have been seen in N. Shields (see attached Report No 20957.)

* As the port boiler valves are said to have blown off at the same pressure as the Starboard boiler valves. I try to submit that they be considered satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel appears to be in a safe working condition and eligible in my opinion to have the notification + L.M.C. 1.88 recorded in the Register Book.
(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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 4 : 4 : -	9. 1888
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	19/1 1888

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

Committee's Minute FRIDAY 13 JAN 1888 FRIDAY 20 JAN 1888

Assigned + L.M.C. 1/88



LON 682-0246

State if a Report is also sent on the Hull of the Ship

T. & S. Form No. 9—Transfer Ink—8000, 18/7/87.
(The Surveyors 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.

It is submitted that this
vessel is eligible to have
the notification *LMC 1.88,
& that her name should be
removed from the Limited list.

ALF

5.1.88



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