

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

FRI 7 OCT 1892

(Received at London Office)

Date of writing Report Oct 6th 1892 When handed in at Local Office Port of London

No. in Reg. Book. 204 Survey held at London Date, First Survey Oct. 3^d Last Survey Oct. 5th 1892

on the Machinery of the Wood, Iron or Steel S.S. "MOUNT EDGE CUMBE" Master J. Gother

Tonnage { Gross 1667 Net 1074 Vessel built at Barnon By whom Barnon S.B. Co. (Lind.) When 1883-8

Registered Horse Power 185 Engines made at Leamington When 1883 Boilers, when made (Main) 1883 (Donkey)

No. of Main Boilers 2 Owners Jurudin S.S. Co. (Lind.) Port Leith Voyage India & back

Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Dry Dock (Union) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler

Last Survey No. Port Particulars of Examination and Repairs (if any) Pl. B.S.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? yes

Do. " Donkey " " " yes

If this was not done, state for what reasons? no

And what parts of the Boilers could not be thus thoroughly examined? no

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? yes

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

At what pressure were they afterwards adjusted under steam? not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted? not adjusted

If the Survey is not complete state what arrangements have been made for its completion? owners' Superintendent decided to

complete Survey on vessels' arrival on the beach & has communicated with the Society's Surveyors at Sunderland, to that effect. (See also Mr. T. Surveyor)

Vessel placed in Dry Dock; fastenings of sea connections examined and found in good order. Propeller & fastenings good. Examined main Boilers internally and externally, also their safety valves. all in good condition.

Examined Donkey Boilers both internally and externally and found same in good order with the exception of a bolted patch in the uptake, covering a fracture. This patch was removed, the fractured portion of uptake cut out and a substantial patch efficiently rivetted on. Safety valves also examined & found in good condition.

I complete the Survey :- Both the main & the Donkey Boilers to be examined under steam and the safety valves adjusted. The Sund. Surveyors have been advised as per copy of Lr. attached

General Observations, Opinion, and Recommendation :- The Boilers being now in good condition, I am of opinion that this vessel appears eligible to remain as classed and to have the notation :- B.S. 10.92 when the safety valves of the main & Donkey Boilers have been adjusted under steam.

Office or Registration Fee (per Sec. 27) £ - : - Fees applied for 10/10/1892

Survey Fee (per Section 28) £ 2 : 0

Special Damage Fee (per Section 28) £ - : -

Travelling Expenses (if chargeable) £ - : -

Received by me, 28/10/92

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

*State if Certificate is required

Committee's Minute TUES. 11 OCT 1892 FRI 14 OCT 1892

Assigned Deferred for compl. of B.S.

It is submitted that this
vessel WILL BE eligible for
the record B.S. 10.92

when all the safety
valves have been
adjusted.

C.P.S.

10.10.92

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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