

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

48803^a

(Received at London Office,

FRIDAY 5 OCT 1888)

No. 578 Date of Writing Report 4th Oct 1888 Port of London
 No. in Reg. Book. 578 Survey held at London Date, first Survey 14th Sept Last Survey 24th Sept 1888
 on the Machinery of the S.S. Erasmus Wilson Master Rond No. of Visits
 Tonnage { Gross 497 Vessel built at Hatfield By whom Withy & Co When 1876 YEAR. MONTH. 3
 { Net 805 Engines made at Stockton When 1876 Boilers, when made (Main) 1876 (Donkey) 1876
 Registered Horse Power 99 Owners S. Clarke & Co Port London Voyage Newcastle
 No. of Main Boilers 1 Surveyed Afloat or in Dry Dock Carters Class of Vessel & Machinery 90-A1
 Steam Pressure in Main Boilers 70 (State name of Dock.) (As in Register Book.) LMC-11,86 10,86
 in Donkey Boiler 41

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) S.S. No 3 & damage
 (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? /

Main boiler safety valves & dome examined internally & externally & found in good condition, safety valves adjusted under steam to 71 lbs per sq inch
 Winch boiler & safety valves examined internally & externally & found satisfactory safety valves adjusted to 41 lbs per sq inch
 cylinders & pistons, slides & valves, air circulating feed & bilge pumps & valves, sea connections & fastenings & funnel & tail shafting examined & found good.
 crank shaft on examination was found flawed, a new one made by Blair & marked JES 559 has now been fitted
 Stern bush relined & Condenser retubed one half new tubes.
 In consequence of fire in engine room stop main & bilge discharge valves opened out & examined & found satisfactory

General Observations, Opinion, and Recommendation:-- The machinery now appears in a sound & efficient condition rendering the vessel eligible in my opinion to remain as classed & to have LMC-9,88 recorded

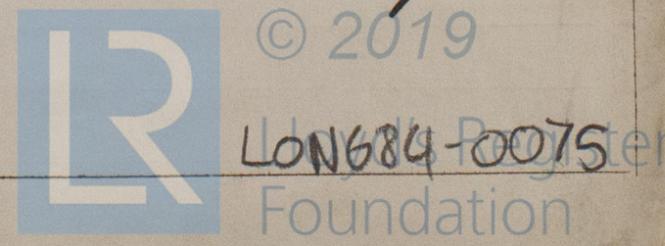
Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 3 : 3 : 0	5 - 10 1888
Special Damage Fee (per Section 28)	£ 1 : 1 : 0	received by me, 13/10 1888
*Certificate (if required) as per margin	£ : 2 : 6	
Travelling Expenses (if chargeable)	£ : : :	

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

Committee's Minute _____
 Assigned _____

FRIDAY 5 OCT 1888

LMC 9,88



T. & S. Form No. 9 - Transfer Ink - 5000, 25/4/88. * Certificate to be sent to 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 record
Lms 9.88

W.P.
5/10/88

