

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

(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 Sm S. S. Erasmus Wilson Master Rond No. of Visits
 Tonnage { Gross 497 Net 805 Vessel built at Hartlepool By whom Withy & Co When 1876 YEAR. MONTH. 3
 Registered Horse Power 99 Engines made at Stockton When 1876 Boilers, when made (Main) 1876 (Donkey) 1876
 No. of Main Boilers 1 Owners S. Clarke & Co Port London Voyage Newcastle
 Steam Pressure in Main Boilers 70 If Surveyed Afloat or in Dry Dock barkers Class of Vessel & Machinery 90-A1
 in Donkey Boiler 41 (State name of Dock.) (As in Register Book.) LMC-11,86 10,86

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

leg linders & 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
 *Certificate (if required) as per margin £ : 2 : 6 received by me, 13/10 1888
 Travelling Expenses (if chargeable) £ : : : a20

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



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Foundation

It is submitted that this
vessel is eligible to
have the record
Lmb 9.88

W.P.
5/10/88

