50614

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

No. ..... Date of Writing Report May 12th 1890 Port of London (Received at London Office, TUES 13 MAY 1890)

No. in Reg. Book. 580 Survey held at London Date, first Survey April 30th Last Survey May 10th 1890

on the Machinery of the S.S. Erasmus Wilson Master Bond No. of Visits 4

Tonnage { Gross 806 / Net 494 } Vessel built at W. Hartlepool By whom E. Withy & Co When 1876 (Year) 3 (Month)

Registered Horse Power 99 Engines made at Stockton When 1876 Boilers, when made (Main) 1876 (Donkey) ✓

No. of Main Boilers One Owners S. Clarke & Co Port London Voyage Coast

Steam Pressure — in Main Boilers 70 lbs If Surveyed ~~Afloat or~~ in Dry Dock Regents (State name of Dock.)

in Donkey Boiler 40 "

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 90 A1 10·89 LMC 9·88 BS 10·89

Last Survey No. ..... Port S.S. Lon No 3 - 9.88

Particulars of Examination and Repairs (if any) Annual B.S. (Anticipated)

(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?

Sea connections & propeller fastenings examined & found in good condition

Examined main & donkey boilers & their respective safety-valves, new seats fitted to main safety-valves
Patches put in centre combustion chamber, one on the back & the other on the starboard side, new screwed stays with nuts fitted through these patches

Donkey safety-valves dead weighted & calculated to blow at 40 lbs per sq inch
Main safety-valves set to the working pressure of 70 lbs

General Observations, Opinion, and Recommendation:— As far as seen this vessels machinery is in good condition & eligible in my opinion to remain as classed & to have BS. 5·90 recorded in the Regt 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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or ✠ L M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 13/5/1890
Survey Fee (per Section 28)	£ 1 : 10	
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : 2 : 6	Received by me, 16/5 1890
Travelling Expenses (if chargeable)	£ : :	

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

Committee's Minute FRI 16 MAY 1890

Assigned BS 5/90

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

Insert Character of Ship and Machinery precisely as in the Register Book.

The Surveyors are requested not to write on or below the space for Committee's Minute.

T. & S. Form No. 9—Transfer Ink—6006, 9.12.89

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 this vessel is eligible to have B.S. 5. 90 recorded

N.L.

15. 5. 90

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.