

50614

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

No. _____ Date of Writing Report *May 12th* 1890 Port of *London*
Reg. Book. Survey held at *London* Date, first Survey *April 30th* Last Survey *May 10th* 1890
580 on the Machinery of the *A.D. 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* Boilers, when made (Main) *1876* (Donkey) *✓*
Registered Horse Power *99* Engines made at *Stockton* When *1876* Owners *A. Clarke & Co* Port *London* Voyage *Coast*
No. of Main Boilers *one* Steam Pressure in Main Boilers *70 lbs* If Surveyed *Afloat or in Dry Dock* *Regents* Class of Vessel & Machinery
in Donkey Boiler *40 "* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. _____ Port *A.D. Lon No 3 - 9.88*
Particulars of Examination and Repairs (if any) *Annual B.S. (Anticipated)* *90 A. 10.89*
(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

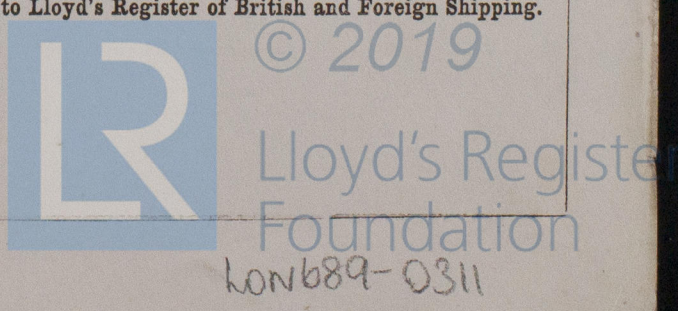
Donkey safety-valves dead weighted & calculated to blow at 40 lbs per sq inch
Main safety-valves set to the working pressure of 70 lbs

General Observations, Opinion, and Recommendation:— *As far as seen this*
(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.)
vessel's machinery is in good condition & eligible in my opinion to remain as classed & to have
B.S. 5.90 recorded in the Reg. Book

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

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

Committee's Minute *FRI 16 MAY 1890*
Assigned *RS 5/90*



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 9 - Transfer Ink - 6006, 9.12.89
* 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
B.S. 5. 90 recorded

M.L.
B.S. 5. 90

