

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

(Received at London Office,)

SAT 3 MAY 1890

No. *50616* Date of Writing Report *2.5.90* 18 Port of *London*
 No. in Reg. Book. Survey held at *London* Date, first Survey *Mar: 10* Last Survey *Apl. 28 1890*
600 on the Machinery of the *S. S. "Erl King"* Master *A. J. Inglis* No. of Visits *7*
 Tonnage Gross *2193* Vessel built at *Glasgow* By whom *A. J. Inglis* When *1865-9*
 Net *1418* Engines made at *Swiss* Boilers, when made (Main) *1881* (Donkey)
 Registered *250* Owners *W. Ross & Co.* Port *Glasgow* Voyage
 Horse Power }
 No. of Main Boilers }
 Steam Pressure in Main Boilers *85 lbs.* N Surveyed Afloat *or in Dry Dock* *Victoria* Class of Vessel & Machinery *100 A1*
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *-1-LMC-5.88*

Last Survey No. *SS. Lon: No 1-85* Port *SS. Lon: No 1-85*

Particulars of Examination and Repairs (if any)

(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?

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?

At owners request examd: bronze shaft: which was found to be badly flawed in Lowd: bronze pin. Recommended: a new half shaft to be fitted & the shafting lined up fore & aft. which has been done.

General Observations, Opinion, and Recommendation:—

(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.)

As far as seen this vessel appears eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ ✓ ✓
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

257 1890
 Received by me, *18*

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

Committee's Minute

Assigned

As now

FRI 16 MAY 1890

TUES 22 JULY 1890



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 Foundation

It is submitted that this
vessel is eligible to
remain as classed

M.L.

15.5.90



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