

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

52310

(Received at London Office)

FRI 28 AUG 1891

No. *298* Date of Writing Report *Aug. 27th 1891* Port of *London*
 No. in *298* Survey held at *Millwall* Date, first Survey *July 24th 1891* Last Survey *Aug 24th 1891*
 on the Machinery of the *cs. "Erasmus Wilson"* Master *S. S. Bond* No. of Visits *5*
 Tonnage Gross *805* Net *497* Vessel built at *W. Hartlepool* By whom *E. Withy & Co.* When *1876* 3
 Registered Horse Power *99* Engines made at *Stockton* When *1876* Boilers, when made (Main) *1876* (Donkey) *—*
 No. of Main Boilers *one* Owners *J. Clarke & Co.* Port *London* Voyage *—*
 Steam Pressure in Main Boilers *70 lbs* ☒ Surveyed ~~At sea~~ in Dry Dock *Carlisle* Class of Vessel & Machinery *+ 90 A. 1. 12-90*
 in Donkey Boiler *40 lbs* (State name of Dock.) *Carlisle* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *June 9-88*
 Last Survey No. *3-9-88* Port *Lon:*

Particulars of Examination and Repairs (if any) *Annual Boiler Survey.* *B.S. 5-90*

(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 Main Boiler separately and make a thorough examination at this time? *yes*

Do. " Donkey " " " *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? *yes*

Did the Surveyor examine the Safety Valves of the Main Boiler? *yes*

At what pressure were they afterwards adjusted under steam? *70 lbs pressure*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes*

To what pressure were they afterwards adjusted? *40 lbs pressure*

Examined sea-cock fastenings.

The tail shaft found to be much corroded at forward end of after liner. A new end has been fitted in a satisfactory manner and the lignum vitae of stern bush renewed.

Found the boilers to be in good condition.

General Observations, Opinion, and Recommendation:— *So far as seen the machinery*

(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 S.L.M.C. 1,89, as the case may be.)

is in good condition and eligible in my opinion to remain as classed and to have B.S. 8-91 recorded in the Register Book.

Office or Registration Fee (per Sec. 27) £ *1.10.0*

Survey Fee (per Section 28) £ *11.9.91*

Special Damage Fee (per Section 28) £ *—*

Travelling Expenses (if chargeable) £ *—*

Fees applied for

11.9.91

Received by me,

11.9.91

*State if Certificate is required

Committee's Minute

Assigned

BS 8/91

FRI 11 SEP 1891

FRI 24 JUN 1892

H.P. Cornish

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



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LON694-0110

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

State if a Certificate is to be sent to the Committee's Minute.

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

It is submitted that this vessel
is eligible for the reward
B.S. 8911.

C.R.S.

10.9.91

10.9.91

