

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

WED. 22 JUN 1892

No. *398* Date of Writing Report *June 21st 1892* Port of *London*
 No. in Reg. Book *398* Survey held at *London* Date, first Survey *June 11th* Last Survey *June 18th 1892*
 on the Machinery of the *S.S. Erasmus Wilson* Master *—* No. of Visits *4*
 Tonnage Gross *805* Net *497* Vessel built at *W. H. Pl.* By whom *E. W. H. Co.* When *1876-3*
 Registered Horse Power *99* Engines made at *St. Helens* When *1876* Boilers, when made (Main) *1876* (Donkey) *—*
 No. of Main Boilers *1* Owners *S. Clarke & Co.* Port *London* Voyage *Coast.*
 Steam Pressure in Main Boilers *70 lbs.* X Surveyed Afloat or in Dry Dock *Regents.* Class of Vessel & Machinery *1-100 A1*
 in Donkey Boiler *40 lbs.* (State name of Dock.) (As in Register Book, including dates of L.M.C. 9.88 Special Surveys of Ship and of last Boiler Survey.) *B.S.S. 91.*
 Last Survey No. *—* Port *—* S.S. Lon. No 3-88

Particulars of Examination and Repairs (if any) *S.S. No 1*

(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?

Do. " Donkey " " "

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?

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

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Vessel placed in dry dock sea combs. &c. & found to be in good condn.

Propellers removed tail shaft drawn &c.

Stern Bush renewed & new propellers fitted.

Exand. cyldrs. slides, air, circ. feed & bilge pumps & valves all found in good condn. Sprawl & thrust shafts in good condn.

Main boiler &c. internally & externally found in good condn.

Safety Valves

Winch boiler & Safety valves

Main boiler safety valves blew at 70 lbs per sq inch.

Donkey " " " " 40 lbs per sq inch

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, 91, B.&M.S. 1, 91 or L.M.C. 1, 91, as the case may be.)

good & safe working condn. renders the vessel eligible in our opinion to be marked with L.M.C. 6. 92 in the R. B.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 3 : 10 :
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

22/6/1892

Received by me,

20/6/92

H. P. Cornish

Geo. E. Wiseman

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

*State if Certificate is required

Committee's Minute *FRI 24 JUN 1892*

Assigned *L.M.C. 6. 92*



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LON 696-0326

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