

(Barrow - in - Fenwick.
6th March, 1891.

Miscellaneous

The N. S. Manning the
Managing & owner of the vessel "Murray"
the Machinery of the S. S. "Lake Erie"
229 tons in order to ascertain the extent of
the damage. It had, in fact, and said to
have been caused by the vessel going ashore
on the 28th January, 1891, while the vessel was on a
voyage from London to Harwich.
In further particulars, it is to be noted that
while the vessel was in the river in the
river at Worthington on the 23rd Feb. by and on
after William H. H. on the 28th February
last the vessel was found to be broken
by the British the British Harwich State and this
was caused by the accident in question
also found the platform of the engine
room and the boiler late to be and broken
and the bridge full of sand, coal &c. also
found the current of the river
to be low and from Harwich.



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broken off the rose boxes and big
pipes partially choked with sand, mud &c.
and two of the pipes to main hold to
be broken or damaged. The engine room
generally showing appearance of having
been flooded with water.

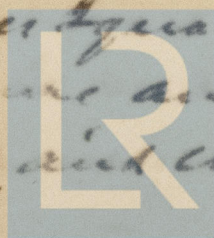
Recommended that the Main and Port
Inlets, and their Mounting, be opened
out and cleaned for examination. On
examination of the Main inlet found that
the bottom seams of the shell at two
places were sprung and leaking also
that one pint in bottom of shell forming
attachment to a general stay was also
leaking one screwed stay in Starboard
Chest chamber back plate. Started at
two patches in bottom of furnace and
Chest chamber also started and leaking
slightly. On examination of the Port
Inlet, the same did not appear to have
sustained any injury.

Recommended that the Tail Shaft be
drawn up for examination also that the
Cylinders, Pistons, Mills, Valves and all
Pumps be opened out, and examined. The
Shafts for examination also that all
doors be removed from the Condenser
and the Sea Connections and all other
Valves in this list be examined.

On further examination found that

that the Tail and Crane, Shaft
did not appear to have sustained any
injury. The Cylinders, Pistons, and
Slides were also found free from
damage. The Pump rods, Menagers,
and Slide Shindles, found to be scored
and worn but it is considered that
their condition is due to wear & tear
and not on account of the accident.
One examination of the Condenser
after removal of doors same found to
be very dirty inside the tubes being
thickly coated where visible the
condition of Condenser externally
is in very opinion but due to the
accident. One examination of
Sea Connections and discharge valve
the same did not appear to have
sustained any injury.

Recommended that the two lower
seams of Mainbrace be caulked the
Affected rivet in way of the front
Hog renewed one new curved
Hog fitted in Starboard Cabin Chamber
and the two patches in foreman &
bottom of Cabin Chamber be renewed or
caulked and made good the boiler
tested to 120 lbs per square inch by
hydraulic pressure and the Coaling
of same renewed and the Bars, bridge



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and all Reaming, which had been
remained for exam or repair, be-
repaired. Further recommended
that the Hoisting be coupled the
Tubular, refitted the Cylinder,
Ride Pulley, Crank, Shaft, and
all other part of the engine be
cleaned in again after examination
and repair. The two fire, and all
pills, cleaned and put in good
working order the two Section
pipes, Crank hold being repaired
all pipes, cleaned, platform
repaired the engine and boiler
tried under steam and the
machinery put into as good
condition as it was before the
damage was sustained.

John... J. R. to the
Exam 13-44 Surveyor.
Signed, Registrar.



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