

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

Date of writing Report 19th Aug. 96 When handed in at Local Office 18 Port of London
(Received at London Office 21.8.96)
No. in Reg. Book 422 Survey held at London Date, First Survey Aug 11 Last Survey 18th Aug. 1896
on the Machinery of the Wood, Iron or Steel S. S. "Erasmus Wilson" Master W. Whiting
Tonnage { Gross 431 Net 437 Vessel built at West Hartlepool By whom S. L. Withy & Co. When 1876 3
Registered Horse Power 99 Engines made at Stockton When 1876 Boilers, when made (Main) 1876 (Donkey) 1876
No. of Main Boilers 1 Owners S. Clarke & Co. Port London Voyage Coasting
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Regent dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 40 in Donkey Boilers 40

Last Survey No. Port Condition
Particulars of Examination and Repairs (if any) B.S. + Part S.S. No. 2
(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?
Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.
At what pressure were they afterwards adjusted under steam? 40 lbs.
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.
To what pressure were they afterwards adjusted? 40 lbs.
Has the propeller shaft been drawn and examined at this time? Yes.
If the Survey is not complete state what arrangements have been made for its completion? Complete.

B.S. The Main & Donkey boilers examined internally & externally their safety valves examined and adjusted under steam to above pressures. Part of shell of Donkey boiler cut out, ^{where thin} in way of Stop valve, and an efficient patch fitted.

S.S. No. 2 (part) - The propeller shaft drawn inboard and examined. The propeller and its fastenings and all sea & bilge cocks examined. The wood in stern bush renewed.

To complete M.S. 8.96. - The whole of the machinery, with the exception of the propeller, propeller shaft and sea and bilge cocks & valves to be examined. It is intended to do this in a month or two.

General Observations, Opinion, and Recommendation: - This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion to remain as classed with record of B.S. 8.96. entered in Register Book and record of M.S. 8.96 deferred until completion of above.

Office or Registration Fee (per Sec. 27) £ 1 : 10 : 0 Fees applied for 21/8 1896
Survey Fee (per Section 28) £ 3 : 0 : 0 Received by me, R. Elliott
Special Damage Fee (per Section 28) £ 7 : 0 : 0 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Travelling Expenses (if chargeable) £ 7 : 0 : 0
State if Certificate is required
Committee's Minute TUES. AUG 25 1896
Assigned B.S. 8.96