

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25/9/96 When handed in at Local Office 25/9/96 Port of London

No. in Reg. Book 422 Survey held at London Date, First Survey 16-9-96 Last Survey 21-9-1896

on the Iron or Steel S.S. Erasmus Wilson Master Whitby

TONNAGE:- Built at West Hartlepool By whom E Withy & Co When 1876-3

GROSS 751 Owners S. Clarke & Co Port belonging to London

UNDER DK. 606 Owners' Address Regent Wk

NET 434 (if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Regent Wk Destined Voyage Hartlepool

WB=CellDBorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 67982 Port Lon

Periodical Surveys, when held, must be reported in detail and seriatim 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 summarised in the form shown below. Whenever replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

This steamer was stated to have damaged stem and bow plates thro' striking quay wall of the Regent Canal Dock on the 10th Sept 1896. This steamer has placed in Regent Dry Dock. The bottom examined cleaned & recoated. The stem at 13'6" water mark heated & faired in position. 3 plates on the port side at stem renewed, one plate each in the 2nd & 3rd staves below Sheer Stake, one doubling plate in the 3rd Stake on inside Stake replaced. The adjacent plates on Starboard side of stem. Slightly faired in position.

Continued

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed ... ..	3							Stem faired in place
Faired or Repaired ...	2							
PRESENT CONDITION OF THE	<u>Good</u>							
Decks	<u>Good</u>							
Waterways	<u>Good</u>							
Coamings	<u>Good</u>							
Up'r Dk. Beams & Fastenings	<u>Good</u>							
Low'r Dk. Beams & Fastenings	<u>Good</u>							
Plating	<u>Good</u>							
Stowage	<u>Good</u>							
Rivets	<u>Good</u>							
Breasthooks & Stems	<u>Good</u>							
Transoms, Riggers & Crutches	<u>Good</u>							
Timbers of Frame at the openings	<u>Good</u>							
Keelsons	<u>Good</u>							
Stringers	<u>Good</u>							
Ceiling	<u>Good</u>							
Cement or Asphalt	<u>Good</u>							
Tanks	<u>Good</u>							
Caulking of Bot'm, D'k, & Wat'rw'ys	<u>Good</u>							
Copper, or T.M.	<u>Good</u>							
When put on, Month	<u>Good</u>							
Rudder	<u>Good</u>							
Windlass & Capstan	<u>Good</u>							
Have Pumps now been examined and found efficient?	<u>Good</u>							
Have Sluice Valves now been examined and found efficient?	<u>Good</u>							
Have Watertight Doors now been examined and found efficient?	<u>Good</u>							
Dblng. Plates under Sounding Pipes	<u>Good</u>							
Engine Room Skylights	<u>Good</u>							
Coal Bunker, Open'gs, Lids, &c.	<u>Good</u>							
Scuppers	<u>Good</u>							
Cargo & Main H'tch'w'ys	<u>Good</u>							
Hatches	<u>Good</u>							
Boats	<u>Good</u>							
Masts, Yards, &c.	<u>Good</u>							
Condition, how ascertained	<u>Good</u>							
Sails	<u>Good</u>							
Equipment letter	<u>Good</u>							
Anchors, No. of	<u>30-18-2K</u>							
Cables (State if now ranged)	<u>Good</u>							
Rule length	<u>Complete</u>							
Hawsers & Warps	<u>Good</u>							
Standing & Running Rigging	<u>Good</u>							

General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 991" or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel now appears to be in a sound & efficient condition eligible in my opinion to remain as classed without a fresh record of Survey.

Office Fee (if chargeable) per Scale II, Sec. 27	£	:	:	Fees applied for,	26.9.96
Special Damage Report Fee (if any)	£	2	2	0	
Travelling Expenses (if chargeable)	£	1	18	0	
Second Surveyor's Fee (if any)	£	:	:		

Received by me, Edward Protheroe

Committee's Minute TUES. SEP 29 1896 Character assigned As now

THUR. 15 APR 1897 FRI. 3 SEP 1897 TUES 4 MAY 1897 Lloyd's Register Foundation LON 710-0369

Is a Report also sent to the Machinery of the Ship If not, state whether, and when, one will be sent?

Is Certificate required? If so to be sent to

FRI. SEP 25 1896

Port of London Continuation of Report No. 58095 dated Sept 96 on the

S.S. Erasmus Wilson

The marine Superintending Engineer was advised that the Special Survey No 2 became due this month. I was informed that the owners could not conveniently detain the vessel for this Survey at the present moment, but would do so when the vessel was docked & laid up for her annual overhaul early next year.

Edward J. Turner