

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

Date of writing Report 19 Sept 96 18 96 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 16 Sept Last Survey 17 Sept 1896

422 on the Machinery of the Wood, Iron or Steel S.S. Erasmus Wilson Master W. Whiting

Tonnage { Gross 751 Net 437 Vessel built at W. Hartlepool By whom J. 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 one Owners S. Clarke & Co Port London Voyage Coasting

No. of Donkey Boilers one

Steam Pressure in Main Boilers 70 lbs in Donkey Boilers 40 lbs

Surveyed Afloat or in Dry Dock Regent

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

(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? No

Do. " Donkey " " " " No

If this was not done, state for what reasons? Recently examined

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?

Has the propeller shaft been drawn and examined at this time? No

If the Survey is not complete state what arrangements have been made for its completion?

Examined in dry dock Propeller, Bush and all sea connection fastenings & found them satisfactory.

Nothing done at Present & Special Survey to be carried out later.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel, so far as seen, is now in a safe working condition & eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for

Survey Fee (per Section 28) £ : : 18

Special Damage Fee (per Section 28) £ : : Received by me,

Travelling Expenses (if chargeable) £ : : 18

State if Certificate is required

Committee's Minute

Assigned

THUR. 15 APL 1897

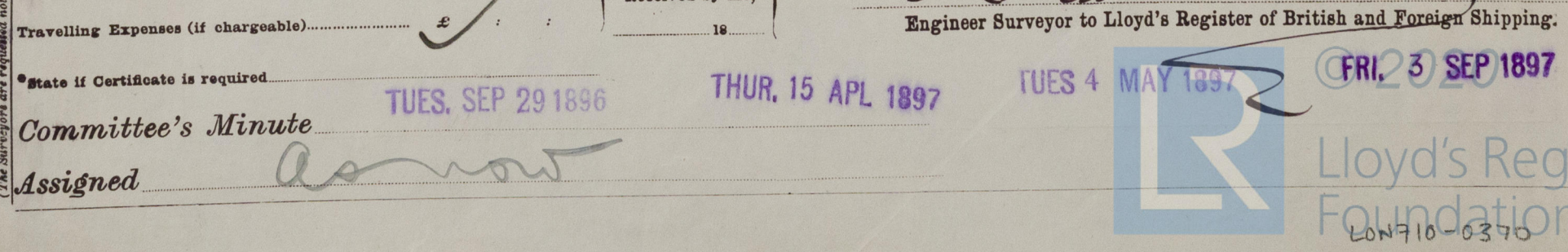
TUES. SEP 29 1896

TUES 4 MAY 1897

FRI. 23 SEP 1897

Thomas R Blackie

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





*It is submitted that  
this vessel is eligible to  
remain AS CLASSED.*

*R.S.*  
*26.9.96*

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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