

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28/7/98 When handed in at Local Office 29/7/98 Port of LondonNo. in Reg. Book. Survey held at London Date, First Survey July 25 Last Survey 28-7-1898on the Wood, Iron or Steel s/s Erasmus Wilson Master Whiting 92 MONTHTONNAGE:— Built at W. Harlepool By whom S. Wilby & Co When 1876-3GROSS 751 Owners S. Clarke & Co Port belonging to LondonUNDER DE. 606 Owners' AddressNET 437 (if not already recorded in Appendix to Register Book)Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Regent Dk Destined Voyage CoastingWB=Cell D Bor DBa 112 feet; uE&B 1 feet; J 1 feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).total capacity tons; FPT tons; APT tons; MT feet tons.

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 Report, No. 59629 Port Lou

(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 summarised in the form shown below. Whenever the 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.)

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

This steamer was reported to have sustained damage whilst on a voyage from Southampton to Coole in consequence of a plate being perforated on the Starboard bilge whilst lying at Beech wharf at Southampton it being discovered on the 4th May 1898 when a large quantity of water was found in the hold & the ceiling beams on tank top washed up. Vessel rolling heavily.

This steamer was seen lying in Regent Dry Dock the bottom examined cleaned & recoated

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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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &c."

This steamer now appears to be in a sound & efficient condition, eligible in my opinion to remain as classed with a fresh record of Survey on 7/98

Office Fee (if chargeable) per Scale II., Sec. 27

Survey Fee (per Section II., Sec. 28)

Special Damage or Repair Fee (if any) (per Sec. 28.)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

248 18 98

Received by me,

14/8 1898

A.H.M.

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

FRI 5 AUG 1898



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Lloyd's Register

LON 716-0171/2

Port of

London

Continuation of Report No.

60149

dated

FRI,

29 JUL 19

on the

Erasmus Wilson

Damage repairs

All the close ceiling removed from the top of Ballast Tank in main hold and part of ceiling in fore hold at after part of same, the broken bearers renewed & the ceiling relaid with part new. where necessary the tank top being previously cleaned & recoated.

The ballast tank in main hold tested with water to ascertain its efficiency & several loose rivets renewed on port side & the cracked margin plate on Starboard side repaired with two plate patches. One plate on the fore bulk in way of fore hold renewed.

Edward M. Tierney

Repairs

Main & Fore

Bottom painted & underpainted.

S.S.T.