

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

THURS 15 JULY 1886

No. 146356

No. in Reg. Book. Survey held at London Date, First Survey 3rd Feb. Last Survey 28th June 1886
(No. of Visits 18)

625 on the Iron Screw Steamer SILVERTOWN Master A. I. Thomson
YEAR. MONTH.

TONNAGE: Built at Newcastle By whom C. Mitchell & Co. When 1873
NET 3724 Owners Ind. Rub. Est. Per. & J. W. Co. Port belonging to London
GROSS 4935 Owner's Address
UNDER DK. 4913 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock dry dock Name of Dock Shames Destined Voyage Las Palmas

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.
(if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 45428 Port London

Classed S.S. No. 2-82 Load line 27 ft. 9 in. 100 AI
Pt. shade St. 10, 25

in salt water ft. ins. in fresh water ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE Part Completion S. I. No. 3.

This Vessel has been examined in the Shames Iron Works dry dock, and afloat in the Victoria docks and in the River off Silvertown, for the purpose of completing as far as practicable the S. I. No. 3 commenced in London in September 1885. vide Report 45428.

The bottom has been again examined and found in good order, and has been cleaned and painted, and the sides of the vessel scaled and painted.

All the ceiling has been removed, with exception of that in Nos. 2 and 3

Cable tanks, and the side lining removed in way of the cabins' tween decks

forward, and the interior of the vessel examined, scaled and coated with

boiled oil and two coats of zinc paint from stern to stern.

The water ballast tanks, and the belfs under the engines, boilers and stoke-

holes, and in the bunkers, fore hold, compartments abt the engine room,

and fore and after peaks have been cleaned out, the floors, framing and

ceiling examined all fore and aft, the latter repaired and made up level

with the timber holes where required; the interior of the water ballast tanks,

Boats 10 & Steam Launch good

Masts, Yards, &c. good

Condition, how ascertained examined

Sails good

Anchors No. of 3B, 1S, 2K

Cables Ranqd good

Hawsers & Warps good

Standing & Running Rigging good

Hatches good

Engine Room Skylights good Coal Bunker, Openings, Lids, &c. good

Scuppers good Cargo & Main Hatchways good

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

This Vessel is in a sound and efficient condition, and eligible in

our opinion to remain as classed, and in completion of the

survey in accordance with this report to have S. I. No. 3 recorded

in the Register.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : : :

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

Survey Fee (per Section 28) £ 8 : 8 : 0 received by me, 27th July 1886

Special Damage Fee (if any) (per Sec. 28) £ : : :

Certificate (if required) to be sent as per margin £ : : :

Travelling Expenses (if chargeable) £ : : :

Surveyor's Fee (if any) £ : : :

Committee's Minute FRIDAY 16 JULY 1886

Character assigned 100

See Section 47721 for the S. I. No. 3-16

46356Ln

together with the whole of the floors and framing scaled and painted; all the holes for the ceiling bolts in the top of the forward W.B. trunk riveted up, this trunk tested under pressure, and the portion of its upper surface inside of the cable trunk cemented over with about 3 in. of cement; a number of shell rivets in the bottom of the compartments abaft the engine room found wasted renewed, and the pockets there filled in solid with cement.

The main and after water ballast trunks could not be tested on the present occasion as the cable trunks above them were partly filled with cable.

The masts, yards &c have been examined, and the fore and main derrick booms replaced by new; and the rigging has been overhauled and made good where required.

A new bow anchor has been supplied to the vessel since the last survey, and the following are the particulars of the test certificate produced, viz. -

No. of Cert. 13989, South Dock, Sunderland; 9th Dec. 1884, Admiralty pattern anchor. Wt. ^{cwt} 41. ^{qrs} 2. ^{lbs} 0, Stock ^{cwt} 10. ^{qrs} 3. ^{lbs} 10. Proof strain ^{cwt} 36. ^{qrs} 16. ^{lbs} 0. Sgd. J. Hartness, Super't.

And one bow anchor has been lost, and one other broken during the last voyage, and these have now been replaced by two new anchors, of which the following are particulars as recorded in the test certificates produced, viz. -

1. No. of Cert. 21018, Ketherton near Dudley, 11th June 1886, Rodgers I.S. Wt. of anchor ^{cwt} 42. ^{qrs} 0. ^{lbs} 14, Stock ^{cwt} 8. ^{qrs} 1. ^{lbs} 14. Proof strain ^{cwt} 37. ^{qrs} 4. ^{lbs} 14. Signed D. G. Lewis, Super't.

2. No. of Cert. 15377, South Dock, Sunderland, 23rd June 1886, Smith's Patent Stockless Stud Anchor. Wt. ^{cwt} 49. ^{qrs} 3. ^{lbs} 21. Proof strain ^{cwt} 42. ^{qrs} 7. ^{lbs} 0. Signed J. Hartness, Super't. Marked 251 B Annealed.

Lloyd's Register of British & Foreign Shipping, Newcastle on Tyne, 25th June 1886.

Wasteneys Smith Eng. Newcastle on Tyne, Sir, I beg to inform you that the Cast Stud Anchor (Wasteneys Smith's Patent) of 50 cwt, numbered 251 B, and marked HB was subjected by me on the 18th and 25th instants to the drop test required by the Committee, and proved satisfactory. I am, Sir, your obedient servant, Sgd. H. J. Boolds.

To complete the special survey No. 3, the following will need to be done, viz. -

The ceiling removed from the tops of the main and after water ballast trunks, and the trunks tested.

Chas. H. Jordan
J. W. Miles

THE SURVEYOR GENERAL REQUESTED NOT TO WRITE ACROSS THIS MARGIN.