

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

(Received at London Office,

MON 11 NOV 1889

No.

Date of Writing Report

188

Port of

No. in  
Reg. Book.

Survey held at London

Date, first Survey Sept. 24 Last Survey Nov. 7 1889

5376 on the Machinery of the S.S. "Silvertown"

Master

No. of Visits 6

Tonnage  
Gross 4935  
Net 3724

Vessel built at Newcastle

By whom C. Mitchell & Co

When 1873 - 83

Registered  
Horse Power 400

Engines made at

When 1873 Boilers, when made (Main) 1880 (Donkey)

No. of Main Boilers 4

Owners Ind. Rub. Gut. & Oil Co Port London

Voyage

Steam Pressure  
in Main Boilers 80lbs

& Surveyed Afloat or in Dry Dock Victoria

Class of Vessel & Machinery 100 A1

(As in Register Book, including date of last Boiler Survey.) L.M.C. 6.36.

§§ Ion No 3-86. B.S. 2.89.

Last Survey No.

Port

Particulars of Examination and Repairs (if any) Annual B.S

(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 should be separated from Repairs due to other causes. State also the date and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

Examined four Main Boilers internally & externally, some of the furnaces have riveted patches which appear to be sound the remainder of boilers in good condn. These boilers have now been retubed. Safety valves in good condn. & set under steam to W.P. of 80lbs

Which boiler examined internally & externally & found in good condn. Safety valves in good condn. Lifted at 70lbs

General Observations, Opinion, and Recommendation:— The boilers being now in

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or \* L.M.C. 1/89, as the case may be.)

good & safe working Condtn. renders the vessel eligible in my opinion to remain as classed than the certificate B.S. 11.89 recorded in the Reg. Bk. subject to the re-exam. as per rule.

Office or Registration Fee (per Sec. 27)..... £ : :  
Survey Fee (per Section 28)..... £ 3 : :  
Special Damage Fee (per Section 28)..... £ : :  
\*Certificate (if required) as per margin..... £ : :  
Travelling Expenses (if chargeable)..... £ : :

Fees applied for  
14. 11 1889  
received by me,  
25/11 1889

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

Committee's Minutes FRIDAY 15 NOV 1889

Assigned

B.S. 11/89

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 9—Transfer Ink—0000, 28/1/89. \* Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minutes.

Insert Character of Ship and Machinery precisely as in the Register Book.



N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this  
vessel is eligible to  
have B.S. 11-89  
recorded -  
W.A.  
14-11-89

THE SUBMITTER IS REQUESTED NOT TO WRITE ACROSS THIS MARGIN.