

REPORT of SURVEY for REPAIRS, &c.

57212

SAT 11 OCT 1890

No. 505 Date of Writing Report 15th Oct. 1890 Port of London
 Survey held at London Date, First Survey 15th Sept. Last Survey 9th Oct. 1890
 on the Iron Screw Steamer SILVERTOWN Master A. S. Thompson

TONNAGE:—
 NET 3724 Built at Newcastle By whom C. Mitchell & Co. When 1873
 GROSS 4935 Owners Ind. Rub. Int. Per. & Telegraph Works Co. Ltd Port belonging to London
 UNDER DEK. 4913 Owner's Address
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Shames Destined Voyage South Pacific
 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. 50011 Port London S. S. No. 3 Lm. 6.86
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.)
 Classed BS 11.89 LMC 6.86 + NB 80 100 A1
 in Summer 27 ft. 9 ins.
 in Winter 27 ft. 9 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part S. S. No. 1

This vessel has been examined in the Shames Iron Works dry dock, and afloat in the River Thames off Silvertown.
 The bottom found in good order has been cleaned and painted.
 The (three) double bottom ballast tanks have been cleaned out and examined, and all found in good order, and they have been tested under pressure.
 The bilges under the engines, boilers and stokeholes have been cleaned out and examined, the floors cleaned and coated with cement wash, and the beams &c. above cleaned and painted.
 The sides in the three tween decks of the cross bunker, two side bunkers abreast and between the foremast and of the mainmast and after cable trunk the boilers, and pocket bunkers abreast the engines, have been examined, and sealed & painted; and the bilges under the cross bunker have been cleaned out and examined, and the floors there cleaned and coated with cement wash. The lower sides of all the bunkers could not be examined on the present occasion on account of being partly full of coal.

PRESENT CONDITION OF THE		P. T. O.	
Decks	good	Blank (Bottom) & Counter	good
Waterways	"	Transoms or Rivets	where seen good
Comings	"	Breasthooks and Stemson	good
Up'r Dk. Beams & Fastenings	where seen good	Transoms, Pointers, & Crutches	"
Low'r Dk. Beams & Fastenings	good	Timbers of Frame at the opening	where seen good
Planksheers	good	Ditto ditto at other places	good
Sheerstrakes	"	Keelsons	"
Topside	"	Clamps & Shelves	"
Wales	"		
Engine Room Skylights	good	Coal Bunker, Openings, Lids, &c.	good
		Scuppers	good
		Cargo & Main Hatchways	good
		Hatches	"

General Observations, Opinion as to Class, Recommendation, &c.:
 The vessel, so far as seen, is in good and efficient condition and eligible in my opinion to remain as classed, with record of survey 10.90, and on completion of the survey in accordance with the report to have notation of S. S. No. 1.

Entry Fee (if chargeable) per Scale I., Sec. 27... £ : :
 Office Fee (if chargeable) per Scale II., Sec. 27... £ : :
 Survey Fee (per Section 28) £ 6.00 0 0
 Special on Damage, Fee (if any) (per Sec. 28).... £ : :
 Certificate (if required) to be sent as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ 10 : -
 Fees applied for, 13.10 18 90
 Received by me, 16/10 18 90
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
 Character assigned Deferred for Completion
 2y machy & chain
 FRI 25 JUN 1891
 ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

State if a Report is to be sent in the Machinery of the Ship

Certificate to be sent to

Insert Character precisely as in Register Book.

The fire hold was also full of coal and could not be examined.

The sides of the Vessel in way of all the three cable trunks have been examined and found in good order.

The fore peak has been examined and found in 3rd order. The after peak has been examined, and the lower part un-scaled and painted.

The Chain Cable have been ranged and examined and found deficient in length of 30 fms. but otherwise in good order. 30 fathoms of new chain Cable have now been supplied with Certificate of test of which the following are particulars, viz:— 30 fms. ^{of 5 1/2 ft} of 2 3/4" steel link Chain Cable. No. of Cert. 11463. ^{Equipment listed x, Rule size 2 1/8", size of original Cable 2 3/4"} Tipton 6th Oct. 1890. Breaking strain 120 1/2 tons. Tensile strain 86 1/2 tons. Mark O L P H - T. 4.5.90 B & T. Makers Henry P. Parker & Co. (Sgl) Erastus R. Lunt
Supt.

The masts & spurs have been examined, the five upper topsail yards renewed, and new bolts fitted to the five topmast stay shackle.

To complete the S. S. No. 1, the following remains to be done, viz:—

1. The lower parts of all the bunkers to be cleared for examination.
2. The fore hold to be cleared, ceiling lifted per rule, and lumber cleaned out for examination.

The Vessel has been measured for freeboard but sailed before it could be assigned.

Chas. H. Jordan