

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

(Received at London Office)

WED. 24 JUN 1891

No. *505* Date of Writing Report *23.6.91* is Port of *London*  
Survey held at *London* Date, first Survey *May 13* Last Survey *June 12 1891*  
Reg. Book. *505* on the Machinery of the *S. S. Silvertown* Master  
Tonnage Gross *4935* Net *3724* Vessel built at *Newcastle* By whom *L. Mitchell & Co* When *1873-3*  
Registered Horse Power *400* Engines made at *"* When *1873* Boilers, when made (Main) *1880* (Donkey)  
No. of Main Boilers *4* Owners *Ind. Rub. & Tel. Wks. Co* Port *London* Voyage  
Steam Pressure in Main Boilers *80 lbs* & Surveyed Afloat & in Dry Dock *J. J. Wks.*  
in Donkey Boiler *70* (State name of Dock.)  
Last Survey No. *51212* Port *Lon* Class of Vessel & Machinery *A-100A1*  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *I.M.C. 6.86 B.S. 11.89.*  
S.S. Ton: *no 3-86*

## Particulars of Examination and Repairs (if any)

(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 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?

Do. " Donkey " " " "

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?

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?

*Exd: cyls. slides, air, circuitry: feed & bilge pumps & valves all found in good condition. Grange & thrust shafts found in good condn.*

*Examined main boilers & their safety valves. satisfactory all patches on furnaces taken off & re-wired, caulking done where necessary*

*Main Boiler Safety valves set under steam: to 80 lbs*

*Minch boiler & safety valves exd: found in good condn: & set under steam: to 70 lbs.*

*Vessel placed in dry dock, sea combrs: exd: found in good condn: the propeller & its fastenings sound & the tail shaft a good fit in stern bush.*

## General Observations, Opinion, and Recommendation:—

(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 X.L.M.C. 1.89, as the case may be.)

*in good & safe working condn: renders the vessel eligible in our opinion to be marked in the Reg. Bk: with I.M.C. 6.91*

Office or Registration Fee (per Sec. 21) *5-10*  
Survey Fee (per Section 28) *5-10*  
Special Damage Fee (per Section 28) *5-10*  
Travelling Expenses (if chargeable) *5-10*

Fees applied for  
*25/6/1891*  
Received by me,  
*J. J. Wks.*

*Geo. E. Wilkinson.*  
*Maurice Wilson*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute *FRI 23 JUN 1891*

Assigned *L. M. 6/91*

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 L.M.C. 6.91  
recorded.  
W.A.  
25-6-91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.