

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

No. 526 Date of Writing Report 10th Feb 18 Port of LONDON (Received at London Office. THURS. 11 FEB 1892)
 No. in Reg. Book Survey held at LONDON Date, first Survey 6th Feb Last Survey 8th Feb 1892
on the Machinery of the S.S. Silvertown Master Thomson No. of Visits 2
 Tonnage Gross 4935 Net 3724 Vessel built at Newcastle By whom C. Mitchell & Co. When 1873
 Registered Horse Power 400 Engines made at When 1873 Boilers, when made (Main) 1880 (Donkey) ✓
 No. of Main Boilers 4 Owners Sub: Hub: Gut: Per: & Neph C. Port LONDON Voyage ✓
 Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Dry Dock
 in Donkey Boiler ✓ (State name of Dock.) Thames Iron Works Class of Vessel & Machinery 100.5.91.

Last Survey No. Port (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) B.S. 11.89.
 Particulars of Examination and Repairs (if any) Condition S.S. Lou: 11.8.86. + MB. 80.
 (State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) S.S. Lou: 11.1.90 LMC 6.91.

Repairs due to other causes. State also the dates and initials of any letters respecting this case. Repairs on account of Damage should be separated from

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?

*Vessel placed in dry dock.
 Examined Propeller & all sea connection fastenings
 found same in good order*

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. 1.91, B.&M.S. 1.91, or L.M.C. 1.91, as the case may be.)

*So far as seen the
 machinery of this Vessel is in good work? order
 & eligible in my opinion to remain as Classed*

Office or Registration Fee (per Sec. 27)	£	:	Fees applied for
Survey Fee (per Section 28)	£	:	18
Special Damage Fee (per Section 28)	£	:	Received by me,
Travelling Expenses (if chargeable)	£	:	18

*State if Certificate is required

Committee's Minute FRI 12 FEB 1892

Assigned As now

Robt Dalfour
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

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

16.—L. B. P. H. Form No. 9.—Transfer Ink—5,000, 18/9/91
 *Certificate to be sent to
 (The Surveyor is requested not to write on or below the space for Committee's Minute.)

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

9a
11-2-92