

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

(Received at London Office TUES. MAY 19 1896)

Date of writing Report 18th May 96. When handed in at Local Office

Port of London

No. in  
Reg. Book.

Survey held at

London

Date, First Survey

Feb 13

Last Survey

13th May 1896

Gross

4935

Net

3724

on the Machinery of the Wood, Iron or Steel

S. S. "Silvertown"

Master A. S. Thomson

Registered  
Horse Power

466

Vessel built at

Newcastle

By whom

C. Mitchell &amp; Co.

When

1873

No. of Main Boilers

4

Engines made at

Do.

When

1873

Boilers, when made (Main)

1880

(Donkey)

No. of Donkey Boilers

1

Owners

And. Robt. Galt. &amp; Co. &amp; J. &amp; J. Port

Voyage

North Sea

Steam Pressure

80

If Surveyed Afloat or in Dry Dock

Vic. Dk. &amp; River

in Main Boilers

80

in Donkey Boilers

80

Last Survey No.

5714

Port

Low

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

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

Complete.

The four Main & Donkey boilers examined internally & externally, their safety valves examined & the latter adjusted under steam. Repairs. - All the plain tubes of the four Main boilers renewed. A few patches in furnaces renewed where leaking and the boilers examined under hydraulic pressure of 120 lbs. & found satisfactory.

General Observations, Opinion, and Recommendation:—

This vessel's boilers are now

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.95, B.S. 9.95 or L.M.C. 9.95, 140 lb., F.D. &c.)

in safe working condition and eligible, in my opinion, to remain as classed with record of survey B. S. 5.96. entered in the Register Book.

Office or Registration Fee (per Sec. 27)

£

3 0 0

Survey Fee (per Section 28)

£

3 0 0

Special Damage Fee (per Section 28)

£

0 6 0

Travelling Expenses (if chargeable)

£

2 14 0

Fees applied for

20/5/96

18 96

Received by me,

29/5/96

18 96

Engine Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute

Assigned

FRI. MAY 22 1896

B. S. 5.96

Has a Survey also been held on Ship?  
If so, is the Report sent now, or when will it be sent?

\*Certificate to be sent to

2045-24/3/96-Transfer Ink.

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