

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

(Received at London Office)

THUR, 17 SEP 1896

Date of writing Report 16<sup>th</sup> Sept. 96 When handed in at Local Office 18 Port of London  
No. in Reg. Book 634 Survey held at London Date, First Survey June 24 Last Survey 14<sup>th</sup> Sept. 1896  
on the Machinery of the Wood, Iron or Steel S. S. Silvertown Master D. Morton  
Tonnage Gross 14935 Net 3424 Vessel built at Newcastle By whom C. Mitchell & Co. When 1873 Boilers, when made (Main) 1880 (Donkey) 1880  
Registered Horse Power 460 Engines made at Do. Owners Ind. Rub. Gut. Per. & Kyffloghport Voyage Laid up.  
No. of Main Boilers 4 If Surveyed Afloat or in Dry Dock Royal Victoria Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 80  
in Donkey Boilers 80

Last Survey No. 57686 Port LonParticulars of Examination and Repairs (if any) Repairs to Boilers

(Periodical Surveys, when held, must be reported in detail and verbatim 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? Furnaces & comb. chs. examinedDo. " Donkey " " " No  
If this was not done, state for what reasons? Not due for survey.

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.

On account of wear & tear the following repairs were effected— the crowns of the centre furnaces of the forward Starboard boiler, the forward furnace of the After port boiler, and the after furnace of the forward port boiler were cut out and renewed. One patch and several rivets in butt straps of forward furnace of Forward Starboard Boilers renewed. One patch in forward furnace of Forward port B. and two in centre furnace of After starb. B. also renewed. The three boilers in which the crowns were renewed were tested under an hydraulic pressure of 120 lbs. & found tight

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. 0.95, B.&M.S. 0.95 or L.M.C. 0.95, 140 lb., F.P., &c.)  
in safe working condition and eligible, in my opinion, to remain as classed without further record of survey.

Office or Registration Fee (per Sec. 27) £ 1  
Survey Fee (per Section 28) £ 1  
Special Damage Fee (per Section 28) £ 1  
Travelling Expenses (if chargeable) £ 1

Fees applied for  
18  
Received by me,  
18

R. Elliott

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

\*State if Certificate is required

Committee's Minute

Assigned

FRI, 18 SEP 1896

as none



Three crowns of furnaces renewed  
& other repairs in main boiler  
owing to wear & tear

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

*[Signature]*  
17.9.96

N.B.—If this Report is copied by Copying Press, special 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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.