

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

(Received at London Office)

TUES. 2 JAN 1900

Date of writing Report	Jan 1 st	When handed in at Local Office	18	Port of London.	
No. in Reg. Book.	Survey held at	London	Date, First Survey	19/8/198	
Vessel No.	on the Machinery of the	Wood, Iron or Steel	Last Survey	Jan 1 st 1900	
Gross Tonnage	14935	S.S. Silvertown.	Master	M. M. M. M.	
Net Tonnage	3724	Vessel built at	Year	YEAR. MONTH.	
Registered Horse Power	446	By whom	C. Mitchell & Co.	When	1873. 3.
No. of Main Boilers	4	Engines made at	1873	Boilers, when made (Main)	1880 (Donkey) 1880
No. of Donkey Boilers	1	Owners	India Rat. Gal. Port Work	Port	London.
Steam Pressure in Main Boilers	80 lb.	If Surveyed Afloat or in Dry Dock	Victoria Dock.	Voyage	Sunderland.
in Donkey Boilers	80 lb.	(State name of Dock.)			

Last Survey No. 15224 Port Lin.

Particulars of Examination and Repairs (if any) Part II. 3.

(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?

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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

The completed in vessels arrival at Sunderland.

Rammed Main Boilers internally and externally, also Cylinders, pistons, slide valves, pumps & condenser, crank, thrust and tunnel shafts. Ground cylinders cracked, forward condenser column cracked. Nine furnace crowns deflected & twisted.

Recommended Cylinders & forward half of condenser to be renewed, the defective furnace crowns to be renewed, and the furnace bottoms & combustion chambers to be dried & ascertain thickness.

To complete the Survey. The above repairs to be carried out, the donkey boiler, main & donkey safety valves, propeller for propeller shaft, stern bush, sea pipe connections to be examined and all safety valves to be adjusted under steam.

General Observations, Opinion, and Recommendation:— This vessel's machinery is 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. 9.97, B.M.S. 9.97 or L.M.C. 9.97, 140 lb., F.D., &c.)

In my opinion in a fit condition for the vessel to proceed to Sunderland where the Survey is to be completed.

Office or Registration Fee (per Sec. 27)	£	1	Fee applied for	£ 1/1 1900
Survey Fee (per Section 26)	£ 200 100/00	£ 5.00		
Special Damage Fee (per Section 26)	£ 11.00			
Travelling Expenses (if chargeable)	£ 11.19			
State if Certificate is required				

Committee's Minute FRI. 5 JAN 1900

Assigned Deferred for

Compn. of no. 3
Write Sla. R.H. Sd. 5/1/00.

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

FRI. 8 JUN 1900

S.S. N°3 due 6. 98. 20 complete at
Underland Docks Surveyors.

Credit thrust travel Stephen
etc evans.
Repairs recommended to engine &
boiler to be effected at Andalas.

It is submitted that this
vessel WILL BE eligible for
the record LMC M 1.00 these
the crew staff, propeller, sheathes &
ad correct worn have been
the repair to engine as recommended
have been effected; and EMC 1.00
will be included in to the above.
The main anchor broken safety
valves have been examined and
adjusted under steam air
the repair to make valves have
been repaired as recommended
etc.

O.M.
3.1.00

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

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