

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

- 5 SEP 1940

(Received at London Office)

SEP 12 1940

Writing Report: 4/9/1940 When handed in at Local Office: 19. Port of: LIVERPOOL

Survey held at: Liverpool Date, First Survey: 31/8/40 Last Survey: 3/9/1940 (No. of Visits: 3)

on the Machinery of the Wood, Iron or Steel: S/S "SILVIO"

Gross: 1243 Vessel built at: Dundee By whom: Dundee S.S. Co. Ltd. When: 1911-11

Net: 648 Engines made at: Hull By whom: Cairns & Smith Ltd. When: 1913

Boilers, when made (Main): 1913 (Donkey)

Main Boilers: 228 Owners: Ellerman's W. & A. Line Ltd. Owners' Address: (if not already recorded in Appendix to Register Book.)

Donkey Boilers: 1 Managers: Port: Hull Voyage: ✓

Pressure Boilers: 180 If Surveyed Afloat or in Dry Dock: Langton D.D. (State name of Dock.)

Key Boilers: ✓

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) *TS + Reprs.*

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 being detailed in the body of the report, should be briefly summarized at the end of the report. State also the date and initials of any letters respecting this case.

Large cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has a special damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Was a special examination of Donkey Boilers made? If not done, state for what reasons? *BS. 20. Ans.*

Were any parts of the Boilers could not be thus thoroughly examined?

Were any 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?

What was the latest date of internal examination of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler? To 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 under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the stern shaft now been changed? If so, state reasons: Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What was the latest date of examination of Screw Shaft? *31/8/40* State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft. *18"*

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Is the survey not complete, state what arrangements have been made for its completion and what remains to be done. *Complete.*

General Observations, Opinion, and Recommendation:— *The machinery of this vessel, as far as seen, is in good order & suitable in my opinion to remain as classed, & to have fresh record of TS - 8.40*

How done: *Vessel placed in dry dock. Propeller, tail shaft, stern bush, & outside fastenings of sea connections, examined.*

Repairs: *Cedervalle gland overhauled, & rotating ring repaired.*

Committee's Minute: *As row.*

Signature: *T.S. 8.40.*

Fee (per Section 29) £ 2/2/0

Special Damage or Repair Fee (if any) £

Traveling expenses (if chargeable) £

Fees applied for: 7 SEP 1940

Received by me, *L. Ellerman, Surveyor*

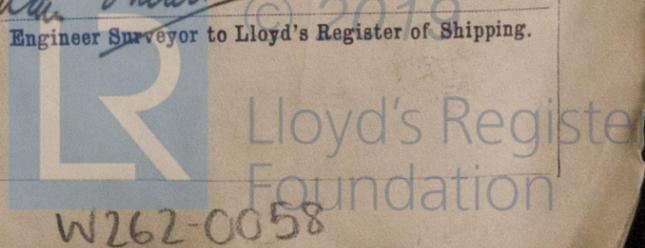
LIVERPOOL 10 SEP 1940

Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a Certificate required? If so, to be sent to



W262-0058

Noted

Thurs
17.9.40

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[Vertical handwritten notes on the left side]

[Vertical handwritten notes in the middle]

[Vertical handwritten notes on the right side]

[Faint handwritten notes and markings]

12.9.40
10.5.40

