

1 or 2 Dks., R.O. Dk.,  
and Pl. Awng. Dk.

# IRON OR STEEL STEAMER.

No. 14038

State if Report is also sent on the Machinery of the Vessel YES

Received at London Office 10th 13 SEP 1904

Date of completion of Report 7th September 1904 Port of GREENOCK  
Date, First Survey 25th April 1904 Last Survey 6th September 1904

Survey held at PORT GLASGOW

On the STEEL SCREW STEAMER "SILVIA"

Rig SCHOONER

TONNAGE under

Tonnage Deck... 1918.21

Do. of Poop

Do. of Raised Or.

Do. of Break... 43.42

Do. of Bridge

Do. of Forecastle

Do. of Houses on Deck 49.45

Do. of excess of Hatchways 23.84

Do. above Crown of

Engine Room 2034.92

Gross Tonnage

Less Crew Space 71.23

Less above Crown of

Engine Room

TONNAGE FOR FEES 1963.69

Engine Room 651.17

Navigation Spaces 17.07

Register Tonnage 1295.45

as cut on Beam

ONE ~~OR TWO~~ DECKED VESSEL.

CLASS 100.A.1

Half Breadth (moulded) 20.87

Depth from upper part of Keel to top of Main Deck Bms. 22.85

Girth of Half Midship Frame (as per Rule) 39.79

1st Number 83.51

Length on deck from after part of stem to fore part of stern post 287.33

2nd Number 23994

Proportions—Breadths to Length 6.87

Depths to Length—Main Deck to top of Keel 12.57

Destined Voyage BARCELONA VIA SWANSEA

Surveyed while Building, Afloat, or in Dry Dock

Master E. SKELTON

Year of appointment 1904

Built at PORT GLASGOW

When built 1904 Launched 12th Aug 1904

By whom built THE CLYDE SHIPBUILDING & ENGINEERING CO. LTD.

Owners SILVIA (OF GLASGOW) STEAMSHIP CO. LTD.

Managers JAMES NEIL & CO.

(Where necessary to be entered in Reg. Book.)

Residence GLASGOW

Port belonging to GLASGOW

LENGTH on Deck as per Rule 287 Feet. 4 Inches. BREADTH—Moulded 41 Feet. 9 Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams 19 Feet. 8 1/2 Inches. No. of Decks with Flat laid ONE No. of Tiers of Beams ONE

Dimensions of Ship per Register, Length, 288.3 breadth, 42.05 depth, 19.65. Moulded Depth, 22 ft. 0 ins. Round of Beam, Actual 10 1/2 ins.

## FRAMING.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, <u>1 1/2</u> or <u>2</u> Bars, for <u>1/2</u> length amidships	9	3 1/2	10	9	3 1/2	10
Do. for <u>1/2</u> at each end	9	3 1/2	9	9	3 1/2	9
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8-7	3 1/2	3 1/2	8-7
Spacing of Frames from centre to centre	24			24		
REVERSED FRAME, Angles <u>1 1/2</u> PERKS	3 1/2	3 1/2	8	3 1/2	3 1/2	8
DEEP FRAMING, depth of girder	9			9		
FLOORS, depth and thickness of Floor Plate at mid line for <u>1/2</u> length amidships	All parts of Double Bottom increased in boiler space					
in way of Engines and Boilers						
thickness at the ends of vessel						
depth at <u>1/2</u> the half breadth, as per Rule						
height extended at the Bilges						
FLOORS & BRACKETS, in Cell Dble Bottoms	38	7		38	7	
state if flanged (top & bottom)						
Spacing	24			24		
CENTRE GIRDER, in Double Bottom, depth and thickness	38	10		38	10	
Angles, Top	4	4	9	4	4	9
Bottom	5	5	9	5	5	9
SIDE GIRDERS, number on each side & thickness	ONE	7	ONE	7		
state if flanged (top & bottom)						
Angles	3 1/2	3 1/2	7	3 1/2	3 1/2	7
MARGIN PLATE, depth (exclusive of flange) and thickness	28	8		28	8	
Angles to Outside Plating	3 1/2	3 1/2	8	3 1/2	3 1/2	8
Floors	3 1/2	3 1/2	7	3 1/2	3 1/2	7
Height of Floors at the Bilges	6 1/4			6 1/4		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36	9		36	9	
thickness in Engine and Boiler space						
Remainder in Holds						
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7 1/2	3	10	7 1/2	3	10
Angles on Upper Edge	7 1/2	3	11	7 1/2	3	11
Spacing	24			24		
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
Angles on Upper Edge						
Spacing						
BEAMS, Hold, Plate or Tee Bulb						
Angles on Upper Edge						
Spacing						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	8	5 1/2	3	8
Angles on Upper Edge						
Spacing	24			24		
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	7	5 1/2	3	8
Angles on Upper Edge						
Spacing	24			24		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	7 1/2	3	9	7 1/2	3	9
Angles on Upper Edge	3	3	8	3	3	8
Spacing	48			48		
PILLARS, In 'tween Decks, Size and Spacing	2 7/8	48		2 7/8	48	
Hold <u>INCREASED AT ENDS</u>	4	48		4	48	
Quarter, 'tween Dks.,						
in Hold						
WEB FRAMES, In Fore Body, No. and Spacing	ONE		ONE			
Brdth. & Thickness	24	8		24	8	
No. of Side Stringers						
WEB FRAMES, In E. & B. Space, No. & Spacing						
Brdth. & Thickness						
WEB FRAMES, In After Body, No. and Spacing						
Brdth. & Thickness						
No. of Side Stringers						
Size of Angles or Tee Bars to Web Frames	3 1/2	3 1/2	8	3 1/2	3 1/2	8
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						

## FORGINGS AND CASTINGS.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
KEEL, Bar or Side Plates depth and thickness	10 x 2 7/8			10 x 2 7/8		
STEM, moulding and thickness	10 x 6			10 x 6		
STERN-POST for Rudder do. do.	10 x 6			10 x 6		
for Propeller	10 x 6			10 x 6		
MAIN PIECE of Rudder, diameter at head	7 3/4			7 3/4		
do. at heel	5 3/4			5 3/4		
RUDDER, how constructed <u>FORGED IRON AND SINGLE PLATE</u>						
Can the Rudder be unshipped afloat? <u>YES</u>						
KEELSONS AND STRINGERS.						
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
Rider Plate						
Bulb Plate to Intercoastal Keelson						
Horizontal Plates on Floors						
Angles						
SIDE KEELSON, Angles						
Bulb or Plate above floors for length						
Intercoastal Plate for length						
Attached to outside plating with Angle						
BILGE KEELSON, Angles						
Bulb or Plate above floors for length						
Intercoastal Plate for length						
Attached to outside plating with Angle						
BILGE STRINGER Angle <u>SINGLE</u>	6	4	11-10	6	4	11-10
Bulb Plate for length						
Intercoastal Plate for <u>WHOLE</u> length						
Attached to outside plating with Angle	3 1/2	3 1/2	8-7	3 1/2	3 1/2	8-7
2 SIDE STRINGER Angle <u>SINGLE</u>	6	4	11-10	6	4	11-10
Bulb or Intercoastal Plate for <u>WHOLE</u> lng.						
Attached to outside plating with Angle	3 1/2	3 1/2	8-7	3 1/2	3 1/2	8-7
Main and Raised Quarter Deck Stringer Plate, breadth and thickness	4 1/2	10		4 1/2	10	
Angle on ditto	4 1/2 x 4 1/2	10		4 1/2 x 4 1/2	10	
Tie Plates, outside Hatchways						
Diagonal Tie Plates on Bms, No. of Pairs						
Main Dk* Iron or Steel for <u>WHOLE</u> lng.						
R.O. Dk* Iron or Steel for <u>WHOLE</u> lng.						
Wood Deck, Material & thickness						
Lower Deck Stringer Plate, breadth and thickness						
Angles on ditto, No.						
Tie Plates, outside Hatchways						
Deck* Material and thickness						
Hold Stringer Plate						
Angles on ditto, No.						
Poop Deck Stringer Plate, breadth & thickness	27	7		27	7	
Angle on ditto	3 1/2 x 3 1/2	7		3 1/2 x 3 1/2	7	
Tie Plates						
Deck, Material and thickness <u>STEEL</u>						
Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	36	8		36	8	
Angle on ditto	3 1/2 x 3 1/2	7		3 1/2 x 3 1/2	7	
Tie Plates						
Deck, Material and thickness <u>STEEL</u>						
Forecastle Deck Stringer Plate, brdth & thcknss	27	7		27	7	
Angle on ditto	3 1/2 x 3 1/2	7		3 1/2 x 3 1/2	7	
Tie Plates	12	8		12	8	
Deck, Material and thickness <u>R.P.</u>	3			3		

\* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.	Number.		Thickness.	STIFFENERS.				Single or Double Frames.	Height up.
	In Vessel.	Per Rule.		Horizontal.		Vertical.			
				Size.	Spacing	Size.	Spacing		
			Inches.	Inches.	Inches.	Inches.			
W.T. BULKHEADS	5	5	7-6	5 1/2 x 3 1/2	✓	7 1/2 x 3 1/2	30	DOUBLE	MAIN DECK
PARTITION				BEAM					
LONGITUDINAL									
Are the outside Plates doubled two spaces of Frames in length? LARGE BRACKETS FITTED IN LIEU OF LINERS									

004481-004442-003012



PLATING.										RIVETING.																																																									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.																																																				
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		FORWARD.		AFT.																																																	
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.																																																
FLAT PLATE KEEL	36	16	12	12	36	16	12	12	36	16	12	12	36	16	12	12	36	16	12																																																
GARBOARD OR A STRAKE	36	12	11	11	36	12	11	11	36	12	11	11	36	12	11	11	36	12	11																																																
B	45	10	9	9	45	10	9	9	45	10	9	9	45	10	9	9	45	10	9																																																
C	60	10	9	9	60	10	9	9	60	10	9	9	60	10	9	9	60	10	9																																																
D	60	10	9	9	60	10	9	9	60	10	9	9	60	10	9	9	60	10	9																																																
E	60	12	10	10	60	12	10	10	60	12	10	10	60	12	10	10	60	12	10																																																
F	48	12	10	10	48	12	10	10	48	12	10	10	48	12	10	10	48	12	10																																																
G	60	11	9	9	60	11	9	9	60	11	9	9	60	11	9	9	60	11	9																																																
H	60	11	9	9	60	11	9	9	60	11	9	9	60	11	9	9	60	11	9																																																
J	53	11	9	9	53	11	9	9	53	11	9	9	53	11	9	9	53	11	9																																																
K	42	13	10	10	42	13	10	10	42	13	10	10	42	13	10	10	42	13	10																																																
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DOUBLING OF PLATE KEEL	AFTER LENGTHS OF SHELL PLATING CONNECTED TO THE STERN FRAME ARE OF THE MIDSHIP THICKNESS, EXCEPT BOSS PLATES WHICH ARE 20% THICKER																																																																		
DOUBLING OF SHEERSTRAKES	DOUBLED AT EACH END OF BRIDGE FROM WITHIN SAME TO HALF LENGTH.																																																																		
POOP SIDES	7																																																																		
RAISED QUARTER DECK SIDES	7																																																																		
BRIDGE SIDES	7																																																																		
FORECASTLE SIDES	7																																																																		
LENGTHS OF PLATING	NINE SPACES.																																																																		
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. <u>SIEMENS MARTIN PROCESS</u>																																																																			
STEEL COY OF SCOTLAND.																																																																			
Has the Steel been tested as required by the Rules <u>YES</u> .																																																																			
FRAMES extend in one length from <u>CENTRE LINE</u> to <u>MARSIN PLATE, THENCE TO GUNWALE</u> state if ordinary or joggled <u>TOSSER IN DOUBLED</u>																																																																			
REVERSED FRAMES on floors and frames extend from <u>CENTRE LINE TO MARSIN PLATE, DOUBLE IN ENGINE SPACE</u> state if ordinary or joggled <u>DO-</u>																																																																			
AND IN WAY OF BULWER BEAMS, ALTHOUGH MAIN DECK IN PEAKS. <u>ALTERNATELY TO FORECASTLE DECK.</u> (BULWER BEAMS FRAMING.)																																																																			
MASTS, SPARS, &c.																																																																			
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Mizen	"	"	"	"	"	✓	✓	"	"																																																										
Lower masts, spars, and remainder of spars <u>PITCH PINE</u>																																																																			
Rigging, material and size, Shrouds <u>G.S.W. 3</u> Stays <u>G.S.W. 4</u> .																																																																			
Sails, <u>ONE COMPLETE</u> Suit of <u>FORE &amp; AFT SCHOONER</u> Sails and the following spare sails																																																																			
Equipment No. <u>25608</u> Letter <u>S</u> Tonnage U.D.K. or Plating No. for Trawlers																																																																			
ANCHORS.																																																																			
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Boats <u>THREE</u> D. Pump 6.																																																																			
Pumps, Number <u>DOWNTON PUMP TO HANDS. HAND PUMP TO F. BOX</u> Diameter of Barrel <u>4" 1/2</u> State whether they are in efficient working order <u>YES</u>																																																																			
Windlass is <u>DE STEAM BY G. &amp; J. M. &amp; ONIE</u> Capstan <u>SIX STEAM WINCHES.</u>																																																																			
Engine Room Skylights—How constructed? <u>OF STEEL</u>																																																																			
What arrangements for deadlights in bad weather? <u>STEEL SHUTTERS AND BULLS EYES.</u>																																																																			
Coal Bunker Openings—How constructed? <u>OF STEEL</u> How are lids secured? <u>BUTTENS &amp; CLEATS</u> Height above deck? <u>18"</u>																																																																			
Number of Scuppers, and number and dimensions of Freeing Ports, &c. <u>FIVE SCUPPERS &amp; SIX FREEING PORTS EACH SIDE 36" x 21"</u>																																																																			
Ceiling in Holds, thickness and material <u>W.P. 2 1/2"</u> Cargo Battens, thickness and material <u>2" W.P.</u>																																																																			
Cargo Hatchways—How formed? <u>OF STEEL PLATES AND ANGLES.</u> Hatches—If strong and efficient? <u>YES. 3"</u>																																																																			
State size No. 1 Hatch (Forward) <u>20'0" x 15'0" x 24"</u> No. 2 Hatch <u>24'0" x 15'0" x 24"</u> No. 3 Hatch <u>24'0" x 15'0" x 24"</u> No. 4 Hatch <u>20'0" x 15'0" x 24"</u>																																																																			
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <u>ONE WEB PLATE IN NO. 1 &amp; 4. TWO WEB PLATES IN NO. 2 &amp; 3. HATCHWAYS</u>																																																																			
THREE STEEL FORE & AFTERS IN EACH HATCHWAY No. of Breasthooks <u>FOUR</u> No. of Crutches <u>DEEP FLOORS.</u>																																																																			
Bulwarks, height above deck and description <u>41 x 7/8 BULWARK STAYS 7 1/2</u> Main Rail and Stays, material and size <u>7 1/2 x 3/4 BULWARK</u>																																																																			
The above is a complete list of particulars of the vessel and its equipment.																																																																			
Builder's Signature (here only) <u>Archibald Kelch Director.</u> Surveyor's Signature <u>Stenck &amp; Geo. M. Shaw.</u> Surveyor to Lloyd's Register of British and Foreign Shipping.																																																																			

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

M 5/4/04

Workmanship. Are the butts of plating planed or otherwise fitted? PLANED WHERE PRACTICABLE

Is the riveted work properly closed? YES

Are the liners between the frames and plates solid single pieces? YES Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? YES Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? YES Do any rivets break into or through the seams or butts of the plating? A FEW

Are the butts of Plating, Stringers, &c., properly shifted and strapped? YES

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? YES State results of tests SATISFACTORY

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? YES State results of tests SATISFACTORY

General Remarks (State quality of workmanship, &c.) THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE RULES AND APPROVED PLANS.

THE QUALITY OF MATERIAL AND WORKMANSHIP IS GOOD

THE KEEL WAS SIGHTED BEFORE LAUNCHING AND FOUND WITHOUT CAMBER

DAMAGE ON STARBOARD BOW STATED TO HAVE BEEN CAUSED THROUGH COLLIDING WITH ENTRANCE TO JAMES WATT DOCK GREENOCK ON 31<sup>ST</sup> AUGUST 1904.

NOW DONE:—F STRAKE NO 132 PLATES FROM STEW PARTLY CUT ADRIET, FAIRER IN PLACE AND RERIVETED.

G STRAKE NO 2 FROM STEW PARTLY CUT ADRIET, FAIRER IN PLACE AND RERIVETED. (DOUBLING PLATE FITTED IN ONE SPACE)

TWO SHELL ANGLES OF PAINTING STRINGER CUT ADRIET AND RERIVETED.

CABLES ON STARBOARD SIDE REMOVED, WOOD LINING OF CHAIN LOCKER REMOVED AND REFITTED

CHAIN CABLES REPLACED AND REPAIRS PAINTED

THIS IS A SISTER VESSEL TO THE S.S. "HERMIA" GREENOCK FIRST ENTRY REPORT NO 13645

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 28 1/2 ft., R.Q.D. or Break ft., Bridge Dk. 80 ft., F'castle 32 7/8 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) ONE DECK (STEEL) AND DEEP FRAMING

Official No. 119158; Signal Letters State if Machinery is fitted aft AMIRSHIPS

How are the surfaces preserved from oxidation? Inside BY PORTLAND CEMENT AND PAINT Outside BY PAINT

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors CELLULAR SYSTEM

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	86	184	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	10	27
Double bottom, if under Engines only,	32	86	Deep tank, aft		
Double bottom, if under Boilers only,	126	286	Deep tank, forward		
Double bottom, forward,			Other tanks, if fitted,		

\* The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules YES

Order for Special Survey No. 2253

Date 6th April 1904

No. 259 in builder's yard.

Dates of Surveys held while building

1904: April 25. 29. May 10. 16. 19. 25. 27. 30. June 3. 9. 8. 9. 13. 15. 20. 21. 23. 27. 28. July 1. 19. 21. 26. August 1. 3. 4. 5. 9. 12. 15. 16. 18. 22. 23. 24. 26. 29. 30. Sept. 1. 3. 5. 6.

Total No. of Visits 42

The amount of Entry Fee 4 : : : Fees applied for, 1/9/1904

Special 74 : : : Received by me, Stenck.

Travelling Expenses, if any £. : : : 2/9/1904

State whether the Vessel has been built under Special Survey YES

I am of opinion this Vessel should be Classed 100 A. 1. STEEL.

With or without Freeboard, as condition of Class

Committee's Minute Glasgow 12 SEP 1904

Character assigned 100 A. 1. (Steel) Kloof & Co. S.

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