

1 or 2 Decks.

IRON OR STEEL STEAMER.

Received at London Office, THUR 30 JUL 1891

State if Report is also sent on the Machinery of the Vessel. Yes.

Date of completion of Report 20 July 1891

Port of Trade Liverpool

No. 8517 Survey held at Liverpool Date, First Survey Jan 5<sup>th</sup> 1891 Last Survey 25 July 1891

On the Steel Screw Steamer Silvia

Rig Schooner (Full)

Table with columns for Tonnage under Deck, Do. of Poop, Do. of Raised Or., etc. Values include 854.00, 51.59, 67.85, etc.

Table with columns for Half Breadth, Depth, Girth of Half Midship Frame, etc. Values include 16.2, 16.8, 29.5, etc.

Table with columns for Master, Year of appointment, Built at, When built, etc. Values include Hendry, 1891, Liverpool, etc.

Table with columns for LENGTH on Deck, BREADTH, DEPTH, Power of Engines, etc. Values include 230, 3, 36, 4, 13, 6, 98, etc.

Dimensions of Ship per Register, Length 211.5 breadth 32.5 depth 16.2 Moulded Depth, ft. 16 ins. 0 Round of Beam 8 inches.

Table for FORGINGS AND CASTINGS. Columns: Inches in Ship, 16ths or 20ths in Ship, etc. Rows: KEEL, STERN-POST, MAIN PIECE, etc.

Can the Rudder be unshipped afloat? Yes

Table for FRAMING. Columns: Inches in Ship, 16ths or 20ths in Ship, etc. Rows: FRAME, REVERSED FRAME, etc.

Large table for FRAMING and other structural details. Columns: Inches in Ship, 16ths or 20ths in Ship, etc. Rows: DECK GIRDERS, BEAMS, etc.

Table for KEELSONS AND STRINGERS. Columns: Inches in Ship, 16ths or 20ths in Ship, etc. Rows: MAIN AND RAISED QUARTER DECK STRINGER, POOP DECK STRINGER, etc.

Table for PLATING. Columns: Inches in Ship, 16ths or 20ths in Ship, etc. Rows: PLATES in Garboard Strakes, BILGES, etc.

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

\* State clearly where plating is of alternate thicknesses as distinguished from diminished thickness at end of vessel.

| Ceiling betwixt Decks, thickness and material | BULKHEADS.      |             |  | No. in Vessel |                       | No. Req'd. by Rule |  |
|---|-----------------|-------------|--|---------------|-----------------------|--------------------|--|
|   | Thickness.      | Angles.     | Spacing.   | Height up.    | Sagl. or Dbl. Frames. |                    |  |
| in hold do. do. <i>2 1/2</i> <i>3/16</i>      | W. T. BULKHEADS | <i>6/30</i> | Vrtcl. <i>4 x 3 1/2</i><br>Hrztl. <i>4 x 3 1/2</i> | <i>30</i>     | <i>To upper Deck</i>  | <i>Double</i>      |  |

The FRAMES extend in one length from *Fore Centre to Main Mast to Main Mast to Main Mast* Riveted through Plates with *3/4* in. Rivets, about *5 1/2* apart. The REVERSED ANGLE on floors and frames extend from *Centre to Main Mast plate and from Main Mast plate to Upper Deck and to Stringer next below alternately.*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.  
 Edges of Carboards and upper part of Bilge, worked clencher, double riveted; with rivets *3/4* in. diameter, averaging *2 1/2* ins. from centre to centre.  
 Edges from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for *1/2* length; with rivets *3/4* in. dia., averaging *2 1/2* ins. from cr. to cr.  
 Edges from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for *1/2* length; with rivets *3/4* in. dia., averaging *2 1/2* ins. from cr. to cr.  
 Edges of Sheerstrake, double or single riveted.  
 Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Single or Double Butt Straps to Stringer Plate *overlapped length*  
 Butts of Inner Bottom Plating *double* riveted for *1/2* length. Butts of Centre Girder *single* riveted.  
 Breadth of edge laps of Shell Plating in double riveting *1 1/2* & *5/4*. Breadth of edge laps of Shell Plating in single riveting  
 Butt Straps of Shell Plating breadth and thickness *1 1/2* & *1/4* (1 1/2 & 1/4). Butts, if Lapped, breadth of laps *7 1/2* and *9* (7 1/2 at ends)  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted. *Single and double*

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? *James Watson & Co. Ltd. and James Watson & Co. Ltd. Glasgow*  
*Sarame Co. Steel Company of Scotland and James Watson & Co. Ltd.*  
 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*

| Fore | Main | Misc. | Material.    |              | Total Length | DIAMETERS AND THICKNESS. |              | No. of Plates in round. | ANGLES.      |              | RIVETING.    |              |
|------|------|-------|--------------|--------------|--------------|--------------------------|--------------|-------------------------|--------------|--------------|--------------|--------------|
|      |      |       | At Partners. | Heel.        |              | Head.                    | Number.      |                         | Size.        | Segms.       | Butts.       |              |
|      |      |       | <i>1 1/2</i> | <i>1 1/2</i> | <i>74.4</i>  | <i>1 1/2</i>             | <i>1 1/2</i> | <i>2</i>                | <i>1 1/2</i> | <i>1 1/2</i> | <i>1 1/2</i> | <i>1 1/2</i> |

| Number of Certificate. | Weight, Ex. Stock | Weight of Stock | TEST, PER CERTIFICATE. |          | WEIGHT REQ'D. BY RULE. |          | Description of Anchor. | Makers.                            | Where and when tested and Superintendent. |
|------------------------|-------------------|-----------------|------------------------|----------|------------------------|----------|------------------------|------------------------------------|---|
|                        |                   |                 | Tons.                  | Qrs.     | Qrs.                   | Lbs.     |                        |                                    |   |
| <i>13586</i>           | <i>26</i>         | <i>1</i>        | <i>26</i>              | <i>0</i> | <i>26</i>              | <i>0</i> | <i>1st Bower</i>       | <i>James Watson &amp; Co. Ltd.</i> | <i>14/11/1891</i>                         |

| Number of Certificate. | Fathoms.   | Size.        | Test per Certificate (Tons) | Weight of Chain Cable | Fathoms & Size per Rule. | Description. | Makers of Cables.                  | Where and when tested, and Superintendent. | HAWERS AND WARPS.   |                          |
|------------------------|------------|--------------|-----------------------------|-----------------------|--------------------------|--------------|------------------------------------|--|---------------------|--------------------------|
|                        |            |              |                             |                       |                          |              |                                    |  | Material.           | Fathoms & Size per Rule. |
| <i>20458</i>           | <i>120</i> | <i>1 1/2</i> | <i>40 1/2</i>               | <i>152.7</i>          | <i>120</i>               | <i>1 1/2</i> | <i>James Watson &amp; Co. Ltd.</i> | <i>14/11/1891</i>                          | <i>Towline Hemp</i> | <i>90</i>                |

Boats *Four (Two life boats & two others)*  
 Pumps, Number *Four* Diameter of Barrel and Tail Pipe *5 1/2 in and 3 1/2*  
 The Windlass is *Iron, good*  
 Engine Room Skylights.—How constructed? *Plate and angle*  
 What arrangements for deadlights in bad weather? *Strong shutters, fitted with hanks*  
 Coal Bunker Openings.—How constructed? *Plate and angle* How are lids secured? *Patents* Height above deck? *15 and 60*  
 Number of Scuppers, and number and dimensions of Freeing Ports, &c. *On each side, Forward two scuppers and two ports 30 x 24. Aft three scuppers and two ports 24 x 12.*  
 Cargo Hatchways.—How formed? *Plate and angle* Hatches, if strong and efficient? *Yes 3 in & 2 1/2 in*  
 State size No. 1 Hatch (Forward) *13.4 x 11.1 x 3.0* No. 2 Hatch *19.2 x 14.1 x 2.0* No. 3 Hatch *19.2 x 12.1 x 2.6* No. 4 Hatch *13.3 x 11.3 x 2.6*  
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *7 in Hatch one shifting beam and 3 fore & afters*  
 Remaining Hatches one web plate and 3 fore & afters  
 Bulwarks, height above deck and description *4 to 9 in of iron* Main Rail, material and size *bold angle 6 x 3 x 3/16*

The above is a correct description.  
 Builder's Signature, (here only) *James Watson & Co. Ltd.* Surveyor's Signature, *James Watson & Co. Ltd.*  
 Surveyor to Lloyd's Register of British and Foreign Shipping

Order for Special Survey No. *1477*  
 Date *Nov 8 1891*  
 Order for Ordinary Survey No. *72*  
 Date *72* in builder's yard  
 1st. On the several parts of the frame, when in place, and before the plating was wrought  
 2nd. On the plating during the process of riveting  
 3rd. When the beams were in and fastened, and before the decks were laid  
 4th. When the ship was complete, and before the plating was finally coated or cemented  
 5th. After the ship was launched and equipped  
 Built under Special Survey  
 Date 1<sup>st</sup> Survey *5 Jan 1891*  
 Last *25 July 1891*. Total No. of Visits *73*

State dates and initials of letters respecting this case *4<sup>th</sup> Nov. 190 (M), 9<sup>th</sup> April /91 (P), 8<sup>th</sup> May /91 (M)*  
 General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Rules and the approved tracing now in the London Office. The workmanship throughout the vessel is of good quality and the steel used in the hull has been tested as prescribed by the Rules and found satisfactory.*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *27.6* ft., R.Q.D. or Break *61.4* ft., Bridge Dk. *95.12* ft., F'castle *29.7* 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.  
*The Raised Quarter Deck is joined to the Bridgehouse*  
 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 & iron and web frames*  
 Official No. *99172*; Signal Letters *M G J K*  
 PARTICULARS OF WATER BALLAST.—  
 Double bottom, aft, length *✓* and water capacity in tons *✓*. Double bottom, forward, length *✓* and water capacity in tons *✓*  
 Double bottom, under engines and boilers, length *✓* and water capacity in tons *✓*. If under Engines only, or Boilers only, state which *✓*  
 Double bottom, constructed on the cellular system, length *199.4* and water capacity in tons *310*  
 Fore peak tank, water capacity in tons *✓*. After peak tank, water capacity in tons *15*  
 Midship deep tank, length *✓* and water capacity in tons *✓*. Other tanks, if fitted, length *✓* and water capacity in tons *✓*  
 The above have *NOT* been tested as required by the Rules.  
 How are the surfaces preserved from oxidation? Inside *Portland Cement & paint* Outside *Paint*

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated *17 July 1891 (M)*  
 In Summer *ft. ins.*  
 In Winter *ft. ins.*  
 For Winter in North Atlantic *ft. ins.*  
 Fresh Water above the centre of disc *ins.*  
 State if marked on Vessel's sides in accordance with Notice No. 572 *Yes*  
 The amount of Entry Fee..... £ *4* : : is received by me, *James Watson & Co. Ltd.*  
 Special ... £ *54* : *10* : *6* *29 July 1891*  
 Certificate £ : :  
 Travelling Expenses, if any £ : :  
 I am of opinion this Vessel should be Classed *100 A 1 Steel*  
 Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute *FR: 31 JUL 1891*  
 Character assigned *100 A 1 Steel*  
*+L.H.B. 7/9 10K. (ph. & ph. S.L.) web frames well sk.*  
 It is submitted that this vessel appears eligible to be Classed 100 A 1 (Steel) as recommended 100 A 1 (Steel) & web frames. All in B (particulars above) well sk.  
 Surveyor to Lloyd's Register of British and Foreign Shipping