

23077 27
REPORT of SURVEY for REPAIRS, &c.
of Damaged by Ice, *Recd 24/3/79*

No. in Reg. Book. **No. 27** Survey held at *Philadelphia* Date, first Survey *July 28th* Last Survey *March 8th* 1879

678 on the *Crown Service S.S. Silurian*

Master *J Collins*

Official Number
TONNAGE under Tonnage Deck
Ditto of Spar Deck, or Awning Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St mer, cut on Bm.

Built at *New Bristol*

When built

YEAR.

MONTH.

Owners *J Edwards* Mo-Port belonging to *Cardiff.*

Residence *Cardiff*

By whom built *Schlagel*

Destined Voyage *Sharpness Dock via Gloucester*

If Surveyed Afloat or in Dry Dock

Afloat

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No. *19983*


Port *Iron*

Classed

90 A 1

12.77

REPAIRS, OR EXAMINATION AS PER RULE

"This vessel arrived bound to this Port with Cargo of Iron Ore, came in contact with ice in the River Delaware, which ^{produced} plates on each bow, cracked 4 frames and reverse frames (in several places) on Port bow and two frames and reverse frames on Starboard bow, besides loosening a number of rivets, on plating, seams, the lower rivets were cut out, holes reamed out and larger rivets drove, the indented ^{plates} were heated in place and forced out into their original shape, the cracked frames and reverse frames were heated and pressed out to original shape, and strengthened by pieces formed thus  of best quality, flange iron, well fitted to the frames - and secured to hull plating and frames by rivetting. Stringers ^{Placed} Turn over

Present Condition of the

Decks

Waterways

Comings

Upper Deck Beams & Fastenings

Lower Deck Beams & Fastenings

Planksheers

Sheerstrakes

Topsides

Wales

Plank (Bottom) and Counter

Engine Room Skylights

Coal Bunker, Openings, Lids, &c.

Scuppers

Cargo and Main Hatchways

Hatches

General Observations, Opinion as to Class, &c.

Treenails

Breasthooks and Stemson

Transoms, Pointers, and Crutches

Timbers of the Frame at the openings

Ditto Ditto at other places

Keelsons

Clamps and Shelves

Ceiling

Rudder

Copper

When put on

Caulking of

Bottom, Deck, & Waterways

Windlass and Capstan

Pumps

Boats

Masts, Yards, &c.

Condition, how ascertained

Sails

Anchors No. of

Cables

Hawsers and Warps

Standing & Running Rigging

The necessary repairs having been made to this vessel under my supervision and to my satisfaction, I gave the Master a certificate on the Society's form. In my opinion this vessel merits the favorable consideration of the Committee to be continued 90 A 1. on the Register.

The Amount of Entry Fee ... £ 3 00 0

received by me,

Special ... £ 8 00 0

March 8th 1879

Certificate (if required) ... £ - 00 0

(Travelling Expenses, if any, £)

Committee's Minute

25th March 1879

Character assigned

90 A 1
TBW Drp 79

Wm A Archibald

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



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Lloyd's Register Foundation

RON483-0389

Of angle iron 4"x4" extending, from collision bulk head (on both bows inside) to stem. Connected together at the bottom by a plate iron breast hook, ~~tapped~~ attached ship with angle iron 4"x4", and to the bulk head by brackets. These angle stringers were placed back to back, with reinforced plates between, riveted together and riveted to bulk plating.

Two Yellow pine shores 8"x10" were accurately fitted across ship to angle stringers, (dividing the space ~~between~~ between the collision bulk head and stem into three parts) to prevent punting and straining, of the bow plates and frames in future.

Oliver Anshold