

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Nov 21st 1893* When handed in at Local Office *1893* Port of *London*

No. in Survey held at *London* Date, First Survey *Oct. 16th* Last Survey *Nov 21st 1893*

Reg. Book. *13 B* on the *Wood, Iron or Steel* *Sc. Sr. "Silvia"* (No. of Visits *78*) Master *H. Nicholson* *93.93.*

TONNAGE:— Built at *Newcastle* By whom *Wm. Richardson* When *1885* *6*

GROSS *1704* Owners *C. F. Bowring & Co.* Port belonging to *Liverpool*

UNDER DK. *1635* Owners' Address *(if not already recorded in Appendix to Register Book.)*

NET *1104* Surveyed Afloat or in Dry Dock? *By the Name of Dock* *Carter's* Destined Voyage *S. S. 11. 93.*

W.B.=D.Ba tons; f tons; uE&B tons; CellDB tons; FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years Afloat	Machinery and Boiler
<i>* 100. A1.</i>		<i>* L.M.C. 7.89</i>
<i>Spar Dr</i>		<i>B.S. 1.93</i>
<i>S.S. 11. 2. 1.89.</i>		
<i>1.93.</i>		

Society's Freeboard (if assigned) as painted on Ship and now verified *6* ft. *0* ins.

Last Survey, No. *11061* Port *Off*

(Periodical Surveys, when held, must be reported in detail and serially 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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repairs & S.S. 11. 2.*

Repairs in consequence of collision with S.S. "Durham City" off Deptford on Oct. 13th 1893.

On Port bow, the 2nd plate from the stern in the 4th strake below sheer strake renewed; the stern plate in the 7th strake below sheer strake renewed, 1 plate in fore-castle side found in place.

S.S. 11. 2. The vessel has been placed in dry dock the bottom examined & found in good order cleaned and re-coated. The holds, peakes, and bunkers cleared, ceiling in excess of rule lifted and the frames, floors, Keelsons & cement, examined; the cement in 11. 2. hold was found broken and disturbed near the middle line and a number of rivet heads worn thin; about 800 rivets were cut out and renewed in the seams & butts of both gun board strakes

P.T.O.

SUMMARY OF DAMAGE REPAIRS: — *1* Plates, Fair'd or Repaired; *2* Plates, Renewed; *2* Frames, ditto. Other Repairs *as above.*

PRESENT CONDITION OF THE		Transoms, Pointers, & Crutches		Copper, or Y.M.		Hatches	
Decks	<i>Good</i>	Timbers of Frame at the openings	<i>Good</i>	(State if on Felt.)		Boats	<i>Good</i>
Waterways		Ditto ditto at other places		When put on, Month	<i>Year</i>	Masts, Yards, &c.	
Coamings		Keelsons		Rudder	<i>Good</i>	Condition, how ascertained	<i>Good</i>
Up'r Dk. Beams & Fastenings		Clamps, Shells & Stringers		Windlass & Capstan		Sails	<i>Good</i>
Low'r Dk. Beams & Fastenings		Salting	<i>Good</i>	Pumps		Equipment letter	<i>91</i>
Plating		(State if examined.)		Engine Room Skylights		Anchors, No. of	<i>31. 2</i>
Planking		Ceiling	<i>Good</i>	Coal Bunker, Open'gs, Lids, &c.		Cables (State if now ranged)	<i>Good</i>
Keelsons or Rivets	<i>Good</i>	Cement or Asphalt	<i>Good</i>	Scuppers		" length	<i>240</i> size <i>1 1/4</i>
Breasthooks & Stems		(State which.)		Cargo & Main H'tch'ys		" Rule length	<i>240</i> size <i>1 1/4</i>
		Tanks	<i>Good</i>			Hawsers & Warps	<i>Good</i>
		(State if now tested.)				Standing & Running Rigging	
		Caulking of Bot'm, D'k, & Wat'r'ys.	<i>Good</i>				

General Observations, Opinion as to Class, Recommendation, &c. :—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

The vessel is now in good and efficient condition and eligible in my opinion to remain as classed and to have the Notation S.S. 11. 2. 93. with fresh record of survey. 11. 93.

Office Fee (if chargeable) per Scale II, Sec. 27: £ *5* : *10* : *0*

Survey Fee (per Section 28) £ *5* : *10* : *0*

Special Damage or Repair Fee (if any) (per Sec. 28.) £ *5* : *10* : *0*

Travelling Expenses (if chargeable) £ *5* : *10* : *0*

Second Surveyor's Fee (if any) £ *5* : *10* : *0*

*Is Certificate now required? *Yes*

Fees applied for, *25/11/1893*

Received by me, *P. T. Johnson*

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

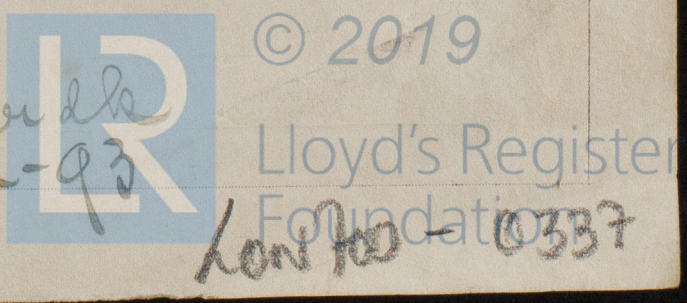
Committee's Minute

Character assigned *+ L.M.C. 11.93*

100A1 Spar Dr

ss. No. 2-93

Low No - 0337



Is a Report also sent now on the Machinery of the Ship? If not, state whether, and when, one will be sent?

Form No. 2 for Repairs, 205, L.R.P.H. 10,000, 8/2/93. (Transfer Ink.) (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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in way of broken cement, and cement made good where required; all rust and scale beaten off the iron surfaces and the same cleaned and recrated, the ballast tanks and peak tanks cleaned out examined and cement washed, all ceiling on tops removed and the same tested under pressure & found tight. The tank tops in Engine & boiler space examined & found good. The boiler casing tops renewed, the saddle of the coal shoot renewed, the coal shoot sides repaired, and the deck plating in way of coal shoot doubled where found thin. The upper deck recaulked, hatches repaired or renewed, hand steering gear repaired, the masts and spars examined aloft (mast wedges removed) fore main guffs renewed and the rigging overhauled & repaired as required, the windlass, pumps & steering gear examined and put into good order, and the chain cables ranged and found complete and good.

The name of the vessel & port of registry, also the ownership has now been changed.

P. T. Johnson.