

10114

on the Wood, Iron or Steel

Steamer

Silverlip

Master

J. W. P.

W. S. Collings

the owners Representative Survey
the steel screw steamer
"Silverlip"
of London 7492 Gross Tons Register.
for the purpose of ascertaining the
nature and extent of damage stated
to have been sustained in consequence
of the vessel having - Collided with the
dock wall whilst entering the dock
at Harrow in Furness. on the 21st day
of October 1906, and also having encountered
very heavy weather and strong gales for
several days from the 1st to the 29th day
of June 1906. while on the voyage from Cardiff
to Balak Sappan, and from the 8th to
the 30th day of August 1906 while on the
voyage from Pulo Sambar to Dungeness.
For further particulars see Log books.

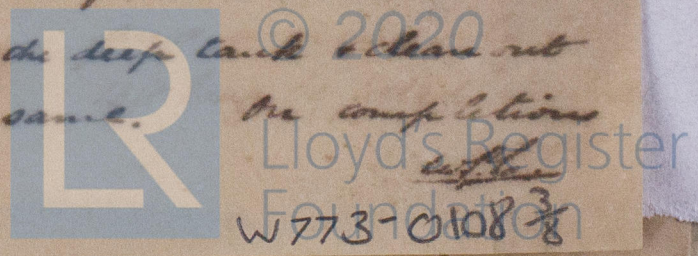
On the 25th day of October 1906 and
subsequent dates, proceeded on board.

the vessel while lying in the Cardiff Channel Dry Dock, made examination and found and recommended as follows-

Found	Recommended
<u>Collision damage.</u> <u>Port side, fore deep tank.</u> <u>Extrake.</u> No 3 (joggled) shell plate from stem badly set in. (This plate covers the fore deep fuel tank deck)	This plate be cut off, faired, refilled, riveted & caulked & set in.
<u>Extrake.</u> No 4 shell plate from stem set in. One length of joggled shell angle connecting the fore deep tank deck badly bent.	This plate be faired in place. This length of angle 34 ft long. be cut off, faired, planed, refilled, riveted & caulked.
Two fore deep tank deck stringer plates badly buckled at the butts.	To avoid disturbing the bulkhead plating cut angle short of the forward cofferdam and No 7 cargo tank, which the aftermost of these two stringer plates passed thro. that, these plates be cropped and a new plate set in & filled, riveted & caulked.

Silverlip

Found	Recommended
	To effect the foregoing it was necessary to cut off fourteen bracket plates and angle lugs connecting the fore deep tank deck frames, also one web frame angle lug, and afterwards, refit & rivet same.
the channel beams and one web frame angle slightly bent and the riveting started.	The large tank doors be taken off the deep tank and replaced. This beam and frame be faired in place and started riveting be made good. The air pipe together with casing, and the wood spar ceiling in fore deck be removed and replaced in way of the repairs. also the half round iron spar ceiling in tank.
	To effect these repairs it was necessary to remove all fuel oil residue in the deep tank & clean out same.



J. S. Silverlip

Found

Recommended

of the repairs the fore
deck tank be filled
with water tested.

No 6 Cargo Tank -Stroke -

No 8 joggled, shell
plate from stem badly
set in.

The wet frame angle
and plate slightly bent
and the riveting started.

A number of shell
lugs started.

This plate be removed
fairied, refilled, riveted
caulked. 23 x 18.

So be part cut adrift
fairied in place and
riveted.

These lugs be riveted.

The iron spar ceiling
in way of the repairs
be removed or placed,
and the tank be filled
with water tested after
repairs.

No 3 Cargo Tank -Stroke -

No 13 shell plate
from stem set in
at centre of plate.

Jobe fairied in
place and the
started caulking be
made good.

All repairs be repainted.

Heavy Weather Damage -

Several rivets through
keel of stem frame and

These rivets be cut
out and renewed

Received by me,

19.11.1906

Lloyd's Register
W073-01987

W. T. Coll
Surveyor to Lloyd's Register of British

Special Damag
(per Sec. 55.)
Special late attendance fee
Travelling Expenses (if chargeable) £

2 2

S.S. Silverlip

Found

Recommended

after end plates started and leaking

and the plate ends be chipped & recaulked.

The shell landings in way of the After Peak Tank on both sides of the vessel leaking in places.

These be chipped and recaulked.

The rudder coupling bolts and bushes started.

The rudder be lifted for examination. One bush be renewed, the whole of the coupling bolts be renewed. holes rimed and a new set be fitted also a new key. The rudder be refitted.

A number of shell landings and butto also rivets on the flat of bottom on both sides of the vessel slightly leaking in places.

These landings, butto rivets be recaulked.

The riveting of nine overlap butto of bottom plating on both sides of the vessel in way of the Centre Cofferdam and 244 Cargo Tanks started and badly leaking.

These butto be cut adrift, the plate ends be chipped, riveted and recaulked.



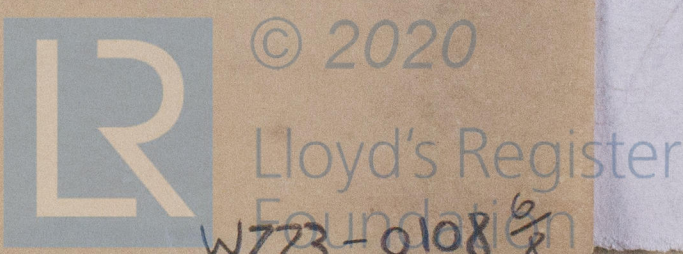
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W773-01088

W. T. Colliver

Found	Recommended
A number of old rivets through flat of bottom started.	These be cut out and renewed.
Several rivets in the vertical angles connecting the after Cofferdam bulkhead and fore and aft bulkhead of No 1 tank started.	These rivets be cut out and renewed and the angles and plate landings adjoining be chipped & recaulked.
	Two sounding pipes in way of the above be removed & replaced.
	also cargo tank valves in No 1 tank on both sides together with pipes.
	The iron cargo ballons in No 1 Cargo tank and second decks be removed and refilled for repair to bulkhead.
A number of started rivets in the bulkheads of the timber Cofferdams in No 1 & 2 Cargo tanks.	These rivets be renewed and the angle flanges and plate seams in way be chipped & caulked.
One flanges of the jointed bars of No 1 Expansion tank leaking, also the overlaps on the starboard	These to be chipped and recaulked.



W773-0108

W. J. Collins

Special Damage or Repair Fee (if any) £
Special late attendance fee
Travelling Expenses (if chargeable) £

Received by me,
1911

A. J. Silvestri

Found	Recommended.
<p>of Tween deck in of No 11 Tank.</p> <p>The corner angles and shoes on both sides of No 1 Tween deck bulkhead, and also the riveting of same started leaking.</p> <p>Several rivets thro the fore peak bulkhead started.</p>	<p>To be chipped, bolted and caulked.</p> <p>The fore deep tank No 6 Cargo tank and also the Summitship and after cofferdams be hammered tested Nos 1, 2, 3, 4 & 6 Cargo tanks and the after cofferdams be tested with water pressure.</p> <p>These be cut out and renewed, and the plate seams in way be chipped & caulked.</p> <p>To carry out the foregoing repairs it was necessary to remove & afterwards replace large tank doors in Tween decks.</p> <p>All tank valves be opened out for examination to owners.</p>

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W773-0108⁷/₈

W773-01087

Received by me,

W. H. Cole

S.S. "Silverlife"

Found

Recommended

about forty rivets
through the brackets
connecting ^{vertical} ~~vertical~~ girders
also through the double
angle keelson on the
port side in the fore
deep tank, and about
twenty rivets through
the double angle keelson
on the port side in
No 6 tank starboard.

The steering gear
reported strained.

and reclose up.

all the pipe line and
valves on completion
of repairs be tested.

These rivets be cut
out and renewed.

To be disconnected
overhauled, repaired
and refilled.

The broken spring buffer
be also replaced with
new.

The bottom be cleaned
down and recoated.

The foregoing recommendations were
made so as to place the vessel in as good
condition as previous to the damage

See £5-5-0

Per 11-0

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W 773-0108

W. T. Collins