

Date of writing Report 14<sup>th</sup> Nov 1906 When handed in at Local office 10 Port of Cardiff  
 No. in Reg. Book. 1014 Survey held at Cardiff Date, First Survey 25<sup>th</sup> Oct Last Survey 7<sup>th</sup> Nov 1906  
 on the ~~Wood, Iron or Steel~~ Steamer Silverlip (No. of Visits) 11 Master J. W. Stratton  
 YEAR MONTH

OWNER'S ADDRESS *as recorded*  
(if not already recorded in Appendix to Register Book.)

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

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, s. and of the inner bottom plating, especially in the deller space.

st Report, No. 514 Port Ch...

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the movement of Ashore or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? also whether any damage report was made, and, if so, by whom? *Society & Salvage.*

IRS, OR EXAMINATION AS PER RULE, FOR Damage through striking the Quay wall whilst entering the ~~Dock~~ in Furness docks on the 21<sup>st</sup> of Oct<sup>r</sup> 1906 and also through encountering heavy weather at various dates in the months of June & August 1906. whilst on the voyage from Cardiff to Balak Pappan & Pulo Sambr to Demigrosso.

Now done - Vessel placed in dry dock. the bottom rudder Examd,  
Collision damage - On the Port side, forward, two shell plates removed  
fair'd and refitted, and one plate fair'd in place. two frames fair'd  
in place also one beam end. Two deck stringer plates cropped and  
one new plate fitted riveted. One length of stringer angle removed fair'd  
and refitted. Fourteen bracket plates and angle lugs connecting the

[illegible]

*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 notation 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, 1,98,” or “to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &c.”

This vessel is in a good and efficient condition  
eligible in my opinion to remain as classed  
and to have record of Survey 11.06.

Fee (if chargeable) per Scale II., Sec. 27 ..... £

Far (near Houston St.)

[illegible]

Al Damage or Repair Fee (if any) ..... £  
(per Sec. 29.)

Special late attendance fee  
 Living Expenses (if chargeable) £

10-11-1968

Surveyors fee (if any) \_\_\_\_\_

Committee's Minute

1870

Character Assigned 10

Carroll

1847

Filled for

Fees applied for,

10

19

Received by me,

9.11.1901

24/11

14

2 11

17. 0

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



W773-0102



Steamer "Silverlip"

fore deep tank deck stringer frames cut off. and afterwards refitted & riveted etc. One other indented shell plate amidships faired in place. The fore deep fuel tank and No 6 Cargo tank tested with water pressure after completion of repairs. Minor repairs also effected.

Heavy weather damage-

A large number of started rivets through overlap butts of shell bottom cut out and renewed. and shell landings & butts in places on the port & starboard sides chipped & recaulked. Several rivets thro' the keel of stern frame renewed & the after end plates chipped & recaulked. The rudder lifted. pintles examined & rebushed, new set of coupling bolts fitted, & the rudder refitted. A number of started rivets in the bulkheads of cargo tanks cut out and renewed and the seams of the plating recaulked in places. All cargo tanks & after cofferdam tested with water pressure. All the pipe line and tank valves overhauled & made efficient. The steering chains etc. repaired. The bottoms cleaned and recoated.

W. J. Hollings.

20 PM.



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FW773-0102