

State if Report has been sent on the Freeboard of the Vessel *Yes.*State if Report is sent on the Machinery of the Vessel *Yes herewith*Date of completion of report *25th September 1930*Port of *Belfast.*No. *10,468*Survey held at *Belfast*Date First Survey *26th June 1929* Last Survey *19th September 1930.*On the *(State if Machinery fitted Aft and Single, Twin or Triple Screw)* *Twin Screw Motorship "SILVERSANDAL"*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *Complete Superstructure with Tonnage opening* State Type of Erections *Forecastle on Shelter Deck.*TONNAGE under Tonnage Deck... *5909.84*CLASS *100 A*State if with freeboard as condition of Class *Yes*Built at *Belfast.*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 455*Launched *26th June 1930* Yard No. *885*Total *5909.84*Breadth (greatest moulded) *B 61.75*Builders *Harland & Wolff Ltd*Gross Tonnage *6770.10*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 38.5*Owners *Silver Line Ltd.*Register Tonnage *3693.29*1st Longitudinal Number (L x D) *= 17517.5*Managers *Stanley & John Thompson Ltd*
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 45613.75*

Residence

REGISTERED DIMENSIONS.
FEET.Framing Depth "d." at middle of length. See Sec. 3 (1d) *19.21*Port of Registry *London*Length *456.3*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.375*Breadth *62.00*

Do. Long Bridge to top of keel

If surveyed while building, afloat, *+* in dry dockDepth *25.60*Draught Moulded *26.2 1/2**Yes.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	32		Bracket Floors, Frame	13A	9 3 1/2 42
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame	13A	8 1/2 3 42
" " in peaks	24		" " Vertical Struts	13A	8 1/2 3 42
IDE FRAMING. in Motor Room	12 1/4 x 4 x 6 1/4		Centre Girder, depth and thickness amidships		45 62
Frame Amidships, [	9 3/4 x 3 1/2 x 50 W		" " top Angles	3 1/2 3 1/2	56
" " Extends up to	8 3/4 x 3 1/2 x 50 W		" " bottom Angles	5 5	65
Reversed Frame Amidships, Angle	4 4 48	app'd 4 3/4 x 50	Side Girders, No. each side and thickness	Two	444
" " on alternate frames in No. 1 Hold 6 1/4 x 78 F			Margin Plate depth (excl. of flange) and thickness	38	56
" " Extends up to Third Deck.			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6	48
Depth of Framing Girder	9 8 8		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6 6	48
Frames in Uppermost Continuous 'tween Decks, Angle	6 3 1/2 40	Abaft Amidships	" " Gussets, spacing and scantling abaft 1/2 len. from stem	18 1/2 44	continuous
" " Second 'tween Decks, Angle	7 3 1/2 54	Forward	" " Gussets, spacing and scantling forward 1/2 len. from stem	18 1/2 44	continuous
" " Scraped 15 at 2nd & 3rd Decks 18 in way of 8 frames	8 3 1/2 50	in No. 1 Twin Dks.	Tank Side Brackets, height above base line at toe of Frame and thickness	7 1/2	48
Framing in Peaks, Angle	8 3 1/2 36		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5 1/4		Breadth and thickness of Middle Line Strake	55	56
State if Frame Joggled	Yes.		Thickness of remainder in Holds		47 to 42
PAINTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep Framing 9 3/4 x 3 1/2 x 54 F Chan with 4 1/4 x 4 8 Rev Bar on all frames and two side stringers 4 1/2 in. with 6 x 3 1/2 x 1/2 face bar. Frames doubled for 1/2 of 1st. Rivets closed up to 5 1/2 dia. B.C.D. bottom strakes midship thickness to collision bulkhead additional intervals forward		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?		Motor
STRENGTHENING OF BOTTOM FORWARD. State Particulars			BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	7 3/4 x 3 1/2 x 42 W	50 F
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle		
Height of Brackets at side above base line at toe of frame			" " E or F		
Middle Line Keelson, on Floors, Angles, [or [			Spacing	32	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [or [	8 x 3 1/2 x 3 1/2	56 W 52 F
" " Foundation Plate on Floors			Spacing	32	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or [	8 x 3 1/2 x 3 1/2	56 W 52 F
Side Keelsons, No. each side			in No. 1 & 2 Holds		
" thickness of Intercoastal Plate			Spacing	32	
" Angles			Fourth Deck, amidships, Angle, [or [
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	44 96		Peep Deck, Angle, E or F		
" " Are Frame and Reversed Frame joggled?	Frames only.		Spacing		
Bracket Floors, breadth and thickness at middle line	36 44		Bridge Deck, Angle, E or F		
" " breadth and thickness at margin plate	36 44		Spacing		
			Forecastle Deck, Angle, E or [	7 1/2 x 3 1/2 x 46	10 x 3 1/2 x 52 13A
			Spacing	27 x 24	54 x 48

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows. <i>Two</i>			Stringer Plate, breadth and thickness in way of <i>Bridge Motor Room</i>	<i>50 1/2</i>	<i>60</i>
<i>Wide spaced pillars & girders as per approved plan</i>			Thickness of Plating abreast Deck openings in way of Wells <i>In way of deep tank</i>		<i>40</i>
in 'tween Decks, Size and Spacing <i>4 to 4 1/2 ft 18 to 28 feet</i>			Thickness of Plating abreast Deck openings in way of <i>Bridge Motor Room</i>		<i>42</i>
" " " " "	<i>11 to 50 to 13 ft 5 ft 20 to 26 ft.</i>		Thickness of Plating within line of openings		<i>35</i>
in Hold	<i>Aft 13 to 50 to 14 ft 5 ft 18 to 26 ft.</i>		If Sheathed, material and thickness		
" " " " "	<i>Fore 15 to 54 to 20 ft 6 ft 22 to 26 ft.</i>		Third Deck. in No. 1 & 2 Holds	<i>50 1/2</i>	<i>39</i>
Centre Line Bulkhead.			Stringer Plate, breadth and thickness		<i>35</i>
Stiffeners and Spacing			If Plated, state thickness		
Plating, thickness of			Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness		
Uppermost Continuous Deck.			If Plated, state thickness		
Stringer Plate, breadth and thickness in Wells <i>64 1/2</i>	<i>40</i>		Peep Deck.		
" " " " <i>Third Deck</i>	<i>68</i>		Stringer Plate, breadth and thickness		
" " " " in way of Bridge	<i>6</i>	<i>6</i>	Plating, Sheathing, material and thickness		
Angle in Wells	<i>6</i>	<i>6</i>	Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Wells		<i>60</i>	Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of <i>Bridge Motor Room</i>		<i>66</i>	Plating, Sheathing, material and thickness		
Thickness of Plating within line of openings	<i>42 to 36</i>		Forecastle Deck.	<i>36</i>	<i>38</i>
If Sheathed, material and thickness			Stringer Plate, breadth and thickness		
Second Deck.			Plating, Sheathing, material and thickness	<i>36</i>	<i>38</i>
Stringer Plate, breadth and thickness in Wells <i>50 1/2</i>	<i>45</i>				<i>36 Sheathed with 3" Pine</i>

SHELL PLATING.

SCANTLING.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if forged? <i>no</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>54</i>	<i>84</i>	<i>78</i>	<i>76</i>		<i>Double</i>	<i>1"</i>	<i>4"</i>	<i>4</i>	<i>1"</i>	<i>3 3/4</i>	<i>Lapped</i>
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes <i>4</i>)		<i>66</i>	<i>3-66</i> <i>1-52</i>	<i>54-54</i> <i>65-60</i>			<i>7/8</i>	<i>3 1/2</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>-</i>
BILGE PLATING, No. of Strakes <i>4</i>)		<i>66</i>	<i>52</i>	<i>60</i>								
SIDE PLATING, No. of Strakes <i>4</i>)		<i>64</i>	<i>48</i>	<i>1-50</i> <i>3-48</i>					<i>3</i>	<i>7/8</i>	<i>3 1/8</i>	<i>-</i>
UPPER DECK, Sheer-strake in Wells)	<i>72</i>	<i>74</i>	<i>48</i>	<i>48</i>			<i>1"</i>	<i>4</i>	<i>4</i>	<i>1"</i>	<i>4</i>	<i>-</i>
UPPER DECK, Sheer-strake in Bridge ...)												
STRAKE BELOW Sheer-strake in Wells.....)		<i>69</i>	<i>48</i>	<i>48</i>			<i>7/8</i>	<i>3 1/2</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>-</i>
STRAKE BELOW Sheer-strake in Bridge ...)												
POOP SIDE PLATING												
BRIDGE SIDE PLATING ...												
FORECASTLE SIDE PLATING			<i>44</i>			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>1</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel <i>Nine</i>	
Extending to Upper Deck (Sec. 3 c) <i>One (collision)</i>	
" Deck next below <i>Eight</i>	
As per Rule <i>Seven</i>	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks <i>Collision</i>	<i>28</i>	<i>6 1/2 x 34</i>	<i>B 24</i>		
" " <i>Second</i>	<i>26</i>	<i>6 1/2 x 34</i>	<i>A 30</i>		
" " <i>Hold Aft</i>	<i>40</i>	<i>26 8 x 3 1/2 x 3 1/2</i>	<i>44 1/2 F 30</i>		
" " <i>Holds Fore</i>	<i>40</i>	<i>28 10 x 3 1/2 x 3 1/2</i>	<i>42 1/2 F 30</i>		
COLLISION (in Hold)	<i>42</i>	<i>30 10 x 3 1/2 x 50</i>	<i>B 24</i>	<i>3 1/2 Semi Box Beam</i>	
AFTER PEAK	<i>50</i>	<i>30 7 x 3 x 50</i>	<i>B 24</i>	<i>1 Semi Box Beam</i>	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	<i> Rolled Bar</i>	<i>10 1/2 x 2 1/8</i>	<i>D. Colville</i>	
STERN FRAME	Propeller Post			
	Rudder	<i>Forging</i>	<i>9 x 4 Sunderland Forge</i>	<i>approved 10 1/2 x 3 3/8</i>
RUDDER—A x D	<i>636</i>			
Speed of Vessel	<i>14 1/4 knots</i>			
RUDDER mainpiece at head	<i>Forging</i>	<i>12 1/2</i>	<i>Beardmore</i>	<i>Stock</i>
" " heel		<i>9</i>	<i>Darlington Forge</i>	<i>Main Piece</i>
" " how constructed	<i>Keyed Arms</i>		<i>Sunderland Forge</i>	<i>Arms</i>
" " double or single plate	<i>56 Stream Line Plating as per approved plan</i>			
" " coupling, vertical or horizontal	<i>Horizontal 6 Bolts 3 1/2 Dia</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens open hearth*

Plates & Bars *D. Colville & Sons Ltd*

Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No. 47016										LETTER d+		ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.			
91776	1st Bower	84	0	0	54	1	27	60	10	0	81-1-0	Hingley & Sons Ltd. Netherpton	30-4-30 Green
91775	2nd "	80	0	0	50	0	24	58	10	0	81-1-0	"	"
91774	3rd "	70	0	0	46	3	11	53	15	0	69-2-0	"	"
	Collective weight.	234	0	0							232-0-0	"	"
91820	Stream	23	3	14	6	1	9	23	15	2	23-2-0	Ordinary Hingley & Sons Ltd. Netherpton	8-5-30 Green

CHAIN CABLES.										HAWSERS AND WARPS.										
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.		
	Length.	Diam.	Statury.	Break-ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Ins.		Length.	Ins.	
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
85801	135	2 1/2	112-0-0	117-0-0	470-1-5			940-0-0	300	2 1/2	Steel	Hingley & Sons Ltd	Netherpton	9-5-30	TOWLINE	180	6	99-1	130	6
85807	15	2 1/2	112-10-0	137-10-0										7-3-30		90	3	18-6	140	Boils
85850	105	2 1/2	112-10-0	167-0-0	470-0-10									16-4-30	HAWSERS & WARPS	90	3	18-6	100	2 3/4
85827	15	2 1/2	112-10-0	137-10-0										10-3-30		100	2 1/4	15-2		
86086	15	2 1/2	112-10-0		46-0-2			Re-tested	85827		Steel			8-9-30		100	2 1/4	15-2		
86087	15	2 1/2	112-10-0		45-2-14			Re-tested	85807		Oil.			8-9-30		200	2 1/2	15-2		
Iron Stream Chain or Steel Wire	300	5 1/2	77-5		1032-0-3				120	5 1/2	Steel Wire	Shaholm & Robson Ltd.				90	2 1/2	15-2		

Steering Gear, Steam Harland & Wolff Helix Show Electric Hydraulic Steering Gear, Hand Double Motors 4 Rams.
 Boats 2 @ 26'-6" Steel 2 @ 19'-0" Wood Steering Chains, Size and Test. Windlass J.H. Wilson electric drive by Sunderland Forge.
 Ceiling in Holds, thickness and material 2 1/2" WP under hatchways in Cargo Batts, thickness, material and spacing 9" x 2" WP Batten 4 Space.
 Cargo Hatchways. (Upper Deck) Steel Plates and Angles Thickness of Hatches 2 1/2".
 Size of No. 1 Hatchway (Forward) 31'-6" x 21'-0" No. 2 32'-0" x 21'-0" No. 3 29'-4" x 21'-0" No. 4 32'-0" x 21'-0" No. 5 32'-0" x 21'-0" No. 6 9'-6" x 17'-0".
 Number of Shifting Beams and/or Fore and Afters 5 Beams in Nos 1-2-3-4 & 5 Hatchways - One in No 6.

For HARLAND AND WOLFF, LIMITED.

Builder's Signature

Chas. Payne

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel. *Yes* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. *Yes*. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the plans approved by the Committee, the Secretary, Letters, and in general conformity with the Rules, and the materials and workmanship are good. The double bottom tanks, peak tanks, deep tanks, oil fuel bunkers and coffer dams have been tested as required by the Rules, with satisfactory results. The weather decks, watertight bulkheads and flats have been satisfactorily hose tested, and the steering gear, windlass and anchors, bilge pumps, hand pump and watertight doors tested under working conditions and found good. The assigned freeboards have been verified and cut in on the vessels sides. Oil fuel, flash point above 150°F is carried in the double bottom tanks, deep tanks forward and in tanks at sides of tunnels, the suction to the fore and after peak tanks have been connected to the general service pumps and these compartments cannot be used for the carriage of oil fuel.

The amount of Entry Fee £ 10 : 0 : 0
 Special Survey Fee.... £ 369 : 5 : 0
 Freeboard 10 : 0 : 0
 Travelling Expenses, if any £ : :
 Fees applied for, 22nd Sept 1930
 Received by me, 14-10-30

I am of opinion the Vessel should be Classed *+100A1* with freeboard carrying oil fuel F.P. 150°F in Deep Tanks.

State whether the Vessel has been built under Special Survey *Yes*.

Signature

S. Kendall

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *This Office*.

Date of issue

18/10/30.

Committee's Minute

FRI. 3 OCT 1930

Character assigned

+100A1 with food.

carrying oil fuel F.P. above 150°F in Deep Tanks

+ L.M.C. 9.30

Lloyd's A & G.

Oil Eng.

C.L.

DB. (upper) 100 lb. DB. 150 lb.

Write Gx.

Gx (K)

My



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Lloyd's Register Foundation

002477-002484-0065 2/2

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Sixteen approved plans as detailed below together with nine forging and casting reports are enclosed herewith.

Midship Section

Profile & Decks

Pillars & Girders

Deep Tank for Oil Fuel or Cargo Oil

After End Framing (Sh. 1.)

" " (Sh. 2)

Web frames, pillars & strong beams in way of main water Room

Oil Fuel Bunkers & Shaft Tunnel

Stern Frame & Base Arms

Shaft Brackets

Letter for Electric Hydraulic Steering Gear

Double Bottom under Engines

Wells in No. 4 Hatchway Insulated

Rudders

Rudder Outline

Pumping plan

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

1st Bower 44-1-27-KH-N^o 7220-12th Nov: 1929
2nd " 40-3-14-MB-N^o 7406-20th Dec: 1929
3rd " 38-1-11-MB-N^o 7405 " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle 40 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) Dk (sh) & Shelter Dk (sh) 3rd Dk (sh) in fore hold

Official No. 162478 ; Signal Letters
Is bottom of Vessel coated with cement *not cement* if not give particulars of composition *cement fillets in double bottom tanks, bitumastic in bilges, bare steel in oil fuel tanks.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	120	457 WB	Fore peak tank,		209
Double bottom, under Engines and Boilers	56	151 WB	After peak tank,		472
Double bottom, if under Engines only,			Deep tank, aft,	48	2325
Double bottom, if under Boilers only,			Deep tanks forward, 24' x 24'	61	492
Double bottom, forward,	199	740 WB	Other tanks, if fitted, at sides of tunnels		
	Total capacity of double bottom 375	1348	(If necessary, furnish further information by sketch.)		
			* The wells are not to be included in the lengths of the tanks.		

Order for Special Survey No. 817

Date 26th June 1929

Dates of Surveys held while building

1929
June 26 27 28 July 5 9 25 31 Aug 9 20 27 Sept 2 11 16 23 Oct 7 28 Nov 4 15 Dec 2 5 9 12 15 30
Jan 38 Feb 3 25 28 Mar 6 10 13 19 31 Apr 3 7 14 24 25 29 May 6 9 15 19 20 23 27 June 2 4 5 6
9 10 11 13 16 18 20 24 26 July 23 Aug 5 27 Sept 8 10 11 12 17 19

Total No. of Visits 69