

## STEEL STEAMER or MOTORSHIP.

Received at London Office 8 - SEP 1930

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 *5<sup>th</sup> September 1930* Port of *Belfast.*No. *10.453*Survey held at *Belfast.*Date First Survey *25<sup>th</sup> June 1929*Last Survey *1<sup>st</sup> September 1930*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Turn Screw Motorship "SILVERTEAK"*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...

CLASS *100 A1*State if with freeboard as condition of Class *Yes.*Built at *Belfast.*Do. of space or spaces between Tonnage Dk. and Upper Dk. *5909.84*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 455*Launched *29<sup>th</sup> May 1930* Yard No. *884*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.)REGISTERED DIMENSIONS.  
FEET.Length *456.3*Framing Depth "d," at middle of length. See Sec. 3 (1d) *17.21*

Residence

Breadth *62.00*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.375*Port of Registry *London*Depth *25.60*

Do. Long Bridge to top of keel

If surveyed while building, afloat, *Yes* in dry dockDraught Moulded *26.2 1/2*

## 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.
<b>FRAMES, Spacing amidships</b>	32		<b>Bracket Floors, Frame</b> <i>B.A.</i>	9 3 1/2 42	
" " from 3/8 length to Collision bulkhead	27		" " Reversed Frame <i>B.A.</i>	8 1/2 3 42	
" " in peaks	24		" " Vertical Struts <i>B.A.</i>	8 1/2 3 42	
<b>SIDE FRAMING, in Motor Room</b> <i>[Howard 12 x 4 x 4 61W 9 x 3 1/2 x 3 1/2 50W 8 x 3 1/2 x 3 1/2 50W 32A]</i>			<b>Centre Girder, depth and thickness amidships</b>	45 62	
Frame Amidships, Angle, <i>[Howard 9 x 3 1/2 x 3 1/2 50W 8 x 3 1/2 x 3 1/2 50W 32A]</i>			" " top Angles	3 1/2 3 1/2 56	
" " Extends up to <i>Third Dk. Forward Second Dk. Aft.</i>			" " bottom Angles	5 5 65	
Reversed Frame Amidships, Angle, <i>[Howard 4 x 4 48 4 x 4 48 4 x 3 1/2 50]</i>			<b>Side Girders, No. each side and thickness</b> <i>Two</i>	44	
" " Extends up to <i>Third Deck</i>			<b>Margin Plate</b> depth (excl. of flange) and thickness	38 56	
Depth of Framing Girder	9 7 8		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 6 48	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>[Howard 7 x 3 1/2 54 7 x 3 1/2 54]</i>			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	6 6 48	
" " Second 'tween Decks, Angle, <i>[Howard 7 x 3 1/2 54 7 x 3 1/2 54]</i>			" " Gussets, spacing and scantling abaft 1/4 len. from stem	18 x 44 continuous	
" " <i>Third Scantled 15 at 2nd 43 18 in way of 8 frames</i>			" " Gussets, spacing and scantling forward 1/4 len. from stem	18 x 44 continuous	
Framing in Peaks, Angle, <i>[Howard 8 35 36]</i>			<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	7 1/2 48	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5 1/2		<b>INNER BOTTOM PLATING.</b>		
State if Frame Joggled	<i>Yes.</i>		Breadth and thickness of Middle Line Strake	55 56	
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars <i>Deep Framing 9 x 3 1/2 x 3 1/2 54 Channel with 4 x 4 x 4 8 Rev Bar on all frames and two side springers 1/2 in with 6 x 3 1/2 x 4 4 frame bar. Frames doubled fore of 3 1/2 Rivets closed up to 5 1/2 dia. B.C.D bottom of keel midships thickness to collision bulkhead additional intercostals forward</i>			Thickness of remainder in Holds	47 42	
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars			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?	<i>motor</i>	
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	7 x 3 1/2 x 3 1/2 52W	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>[Howard 7 x 3 1/2 x 3 1/2 52W]</i>		
Middle Line Keelson, on Floors, Angles, <i>[Howard 7 x 3 1/2 x 3 1/2 52W]</i>			Spacing	32	
" " Through Plate or Intercostal Plate			<b>Second Deck, amidships, Angle, <i>[Howard 8 x 3 1/2 x 3 1/2 56W 8 x 3 1/2 x 3 1/2 52F]</i></b>		
" " Foundation Plate on Floors			Spacing	32	
" " Flat Plate Keel Angles			<b>Third Deck, amidships, Angle, <i>[Howard 8 x 3 1/2 x 3 1/2 56W 8 x 3 1/2 x 3 1/2 52F]</i></b>		
Side Keelsons, No. each side			Spacing	32	
" " thickness of Intercostal Plate			<b>Fourth Deck, amidships, Angle, <i>[Howard 7 x 3 1/2 x 3 1/2 52W]</i></b>		
" " Angles			Spacing		
<b>DOUBLE BOTTOM.</b>			<b>Deep Deck, Angle, <i>[Howard 7 x 3 1/2 x 3 1/2 52W]</i></b>		
Solid Floors, thickness and spacing	44 96		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>Frames only.</i>		<b>Bridge Deck, Angle, <i>[Howard 7 x 3 1/2 x 3 1/2 52W]</i></b>		
Bracket Floors, breadth and thickness at middle line	36 44		Spacing		
" " breadth and thickness at margin plate	36 44		<b>Forecastle Deck, Angle, <i>[Howard 7 x 3 1/2 x 3 1/2 52W]</i></b>		
			Spacing	27 424 54748	



## PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
<b>PILLARS, No. of Rows...</b>					
Wide spaced pillars & girders as per approved plan.					
" in 'tween Decks, Size and Spacing.....		4 ft 4 1/2 in	sp 18 to 28 feet		
" " " " " "		11 x 50 to 13 x 54	sp 20 to 26 ft.		
" in Hold		13 x 50 to 14 1/2 x 56	sp 18 to 26 ft.		
" " " " " "		15 x 54 to 20 x 66	sp 22 to 26 ft.		
<b>Centre Line Bulkhead.</b>					
Stiffeners and Spacing.....					
Plating, thickness of .....					
<b>STRINGERS AND DECKS.</b>					
<b>Uppermost Continuous Deck.</b>					
Stringer Plate, breadth and thickness in Walls		64 1/2	.70		
" " " " in way of Bridge			.68		
" Angle in Walls		6	6	.68	
Thickness of Plating abreast Deck openings)			.60		
Thickness of Plating abreast Deck openings)			.66		
in way of Bridge					
Thickness of Plating within line of openings...		42 to 36			
If Sheathed, material and thickness .....					
<b>Second Deck.</b>					
Stringer Plate, breadth and thickness in Walls		50 1/2	.45		
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings)			.40		
Thickness of Plating abreast Deck openings)			.58		
Thickness of Plating within line of openings...			.38		
If Sheathed, material and thickness .....					
<b>Third Deck.</b>					
Stringer Plate, breadth and thickness.....		50 1/2	.39		
If Plated, state thickness.....			.35		
<b>Fourth Deck.</b>					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness .....					
<b>Peep Deck.</b>					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ..					
<b>Engine Deck.</b>					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ..					
<b>Forecastle Deck.</b>					
Stringer Plate, breadth and thickness.....		36	.38		
Plating, Sheathing, material and thickness ..		36	Sheathed with 3/4" Pine		

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no</i>	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>84</i>	<i>84</i>	<i>178</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>17</i> .....)		<i>.66</i>	<i>3 = .66</i>	<i>.56 .54</i>		<i>-</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>1</i> .....)		<i>.66</i>	<i>.52</i>	<i>.60</i>		<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	
SIDE PLATING, No. of Strakes <i>17</i> .....)		<i>.64</i>	<i>.48</i>	<i>1 = .50</i> <i>3 = .48</i>		<i>-</i>	<i>-</i>	<i>-</i>	<i>3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>-</i>	
UPPER DECK, Sheer-strake <i>Wells</i> .....)	<i>72</i>	<i>74</i>	<i>48</i>	<i>48</i>		<i>-</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 <i>Wells</i> .....)		<i>.69</i>	<i>48</i>	<i>48</i>		<i>-</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 ...													
FOREC'TLE 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— *Nine*  
Extending to Upper Deck (Sec. 3 c) *One (collision)*  
,, Deck next below *eight*  
As per Rule *seven*

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....				
<b>STEM</b> .....	<i>Rolled Bar</i>	<i>10 1/2 x 2 7/8</i>	<i>D. Colville</i>	
<b>STERN FRAME</b> {	Propeller Post .....			
	Rudder " .....	<i>Forging 9 x 4</i>	<i>Sunderland Forge</i>	<i>appr'd 10 1/2 x 3 3/8</i>
<b>RUDDER—A x D</b> .....	<i>636</i>			
<b>Speed of Vessel</b> .....	<i>14 1/4 Knots</i>	<i>Forging</i>		
<b>RUDDER</b> mainpiece at head ...		<i>12 1/2</i>	<i>Shank Main Piece W. Beardmore Arms Sunderland Forge</i>	
" " heel ...		<i>9</i>		
" " how constructed .....	<i>Keyed Arms</i>			
" " double <del>or</del> single plate .....	<i>56</i>	<i>Steam Line Plating as per approved plan</i>		
" " coupling, vertical or horizontal .....	<i>Horizontal</i>	<i>6 Bolts 3 1/2 dia.</i>		

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings, Spacing.		Scantlings, Spacing.	
MIDSHIP BULKH'D, Upper tween decks		.28	6-3-34	8-4 24		
"	" Second "	.26	6-3-34	8-4 30		
"	" <del>Hold off</del> <sup>Plating</sup> "	.40	26-3-31	33-4 52 50 30		
"	" Holds <del>Hold</del> .....	.40	28-10-31	33-4 52 50 30		
COLLISION		"	(in Hold) .....	.42	30-10-31	50-3 24 73 Semi Box Beams
AFTER PEAK		"	" .....	.50	30-7-3	50-3 24 15 Semi Box Beam

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 J. 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.			WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				Cwts.
91628	1st Bower ...	84	1	0	54	0	21	61	0	0	0	81-1-0	Hingley Challenge	N. Hingley & Sons Ltd	Netterton 13-3-30 Green
91633	2nd „ ...	80	0	21	50	1	21	59	0	0	0	81-1-0	Stockins	-	-
91622	3rd „ ...	70	0	7	45	1	15	54	0	0	0	69-2-0	-	-	-
	Collective weight.	234	2	0								232-0-0			
91643	Stream .....	23	3	14	6	0	14	23	15	2	14	23-2-0	Ordinary.	N. Hingley & Sons Ltd	Netterton 18-3-30 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.	Statu- tory.	Break- ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.				
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.			
85827	120	2½	112-10-0	157-10-0	470	-	23	940	-	0	300	2½	Stud	N. Hingley & Sons Ltd	Netheruton 10-3-30 Green	TOWLINE	130	6	99-1	130	6	
85850	45	2½	112-10-0	157-10-0									-	-	-	16-4-30 Green	2@90	3½	18-6	2@100	3½	
85807	120	2½	112-10-0	157-10-0	470	-	2	18					-	-	-	7-3-30 Green	HAWSERS & WARPS	2@90	2½	15-2	2@100	2¾
85901	15	2½	112-10-0	157-10-0									-	-	-	9-5-30 Green		4@100	1½	15-2	2@100	2¾
	30-0																					
		Cir.																				
Iron-Stream Chain on Steel Wire	120	5¼	77-5						120	5¼	Steel Wire	Glaholm & Robson Ltd										
Makers' Certificates examined																						

Steering Gear, ~~Steam~~ Harland & Wolff Tele Shaw Electric Hydraulic      Steering Gear, Hand Double Motors & 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 No. 2)      Cargo Battens, thickness, material and spacing 9" 2" WP Batten & Space

Cargo Hatchways. - (Upper Deck) Steel Plates & 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 for Fore and Aft~~ 5 Beams in Nos 1-2-3-4 & 5 Hatchways, One in No 6

For HARLAND AND WOLFF, LIMITED.

Builder's Signature *Chastayne*

**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's 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 copper 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, windlasses 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 carrying oil fuel.*

The amount of Entry Fee ..... £ 10 : 0 : 0      Fees applied for, *amm*  
Special Survey Fee ... £ 369 : 5 : 0      5<sup>th</sup> Sept 1930  
Freeboard 10 : 0 : 0      Received by me, *ellb*  
Travelling Expenses, if any £ : :      24 9 1930

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

State whether the Vessel has been built under Special Survey Yes.      Signature *S.O. Kendall*  
*H.M.*      *Belfast*      Surveyor to Lloyd's Register of Shipping.  
Certificate to be sent to *This Office*      Date of issue *26/9/30*

Committee's Minute      FRI. 26 SEP 1930

Character assigned      *+100A1 with fbd. carryg. oil fuel F.P. above 150°F in deep tanks*

*Write Gls.*      *Lloyd's A & C.*      *D.B. (upper) 100 lb.*  
*" Lts.*      *My*      *D.B. 150 lb.*

+ L.M.C. 9.30      C.L.  
oil Eng.

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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.)

Verified copies of the approved plans are filed in the London Office.

Six forging and casting reports are enclosed herewith

See anchor list overleaf

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

1st Bower 44.1.7.KH. No 7351. 12<sup>th</sup> Dec 1929.  
2nd „ 41.0.21.KH. No 7450 7<sup>th</sup> Jan 1930  
3rd „ 37.0.15.MB. No 7403 20<sup>th</sup> Dec 1929

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop \_\_\_\_\_ ft., R.Q.D. \_\_\_\_\_ ft., Bridge \_\_\_\_\_ ft., Forecastle 46 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) 1 Dk (stl) & Shelter Dk (stl) 3<sup>rd</sup> Dk (stl) in fore hold

Official No. 161486 ; Signal Letters \_\_\_\_\_ Is bottom of Vessel coated with cement pt 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,		
Double bottom, if under Boilers only,			Deep tank, forward, 24' & 24'	48	2325
Double bottom, forward,	199	740 WB	Other tanks, if fitted, at sides of tunnels	(61)	492
Total capacity of double bottom		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. 816

Date 26<sup>th</sup> June 1929

Dates of Surveys held while building

1929  
June 25, 27, 28 July 4, 9, 23, 25, 31 Aug. 2, 7, 13, 27, 29 Sept 2, 9, 12, 17, 20 Oct 14, 22, 28 Nov 4, 13, 15  
25, 28 Dec 4, 9, 18 1930  
Jan 8, 29 Feb 18, 25 Mar 3, 12, 14, 18, 20, 24, 31 Apr 3, 7, 9, 15, 17, 23, 25, 28, 30  
May 2, 5, 6, 8, 11, 13, 15, 16, 20, 21, 29 June 9, July 23, 31, Aug 1, 8, 11, 12, 21, 25, 26 Sept 1.

Total No. of Visits 71