

STEEL STEAMER or MOTORSHIP.

Received at London Office 23 JUN 1927

42709

State of Rep. has been sent on the Freeboard of the Vessel *yes*

State of Rep. has been sent on the Machinery of the Vessel *yes*

Date of completion of report *2nd June 1927* Port of *Sunderland* No. *29458*

Survey held at *Sunderland* Date First Survey *11th February 1926* Last Survey *17th June 1927*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Motor Vessel "SILVERQUAVA" machinery amidships, single screw, cruiser stern*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Complete Superstructure with Tonnage opening* State Type of Erections *Full on Superstructure*

TONNAGE under Tonnage Deck... *4824.94* CLASS *100 A.1* State if with freeboard as condition of Class *yes* Built at *Sunderland*

Do. of space or spaces between Tonnage Dk. and Upper Dk. *12* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 425.0* Launched *31st March 1927* Yard No. *696*

Total Breadth (greatest moulded) *B 58.0* Builders *Sir James Farnley Sons Ltd*

Gross Tonnage *5294.33* 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 Limited*

Register Tonnage *3088.07* 1st Longitudinal Number (L x D) = *15725* Managers *Stanley John Thompson Ltd*
(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) = *40375* Residence *London*

REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *16.0* Port of Registry *London*

Length *425.6* Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.04* If surveyed while building, afloat, or in dry dock

Breadth *58.3* Draught Moulded *25-3/4* while building afloat & in dry dock.

Depth *24.4*

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	3 1/2		Bracket Floors, Frame <i>Bull angle</i>	6 3 1/2 34	
" " from 1/2 length to Collision bulkhead	24		" " Reversed Frame <i>do</i>	5 1/2 3 34	
" " in peaks	24		" " Vertical Struts <i>2 channels</i>	10 x 3 1/2 x 3 1/2 x 42 and girder	
IDE FRAMING.			Centre Girder, depth and thickness amidships	44 58	
Frame Amidships, Angle, [or F	12 x 4 x 4 x 64	where 2 dks fitted	" " top Angles <i>two</i>	3 1/2 3 1/2 54	
" " " "	10 x 3 1/2 x 40	" 3 " "	" " bottom Angles <i>two</i>	5 5 62	
" " Extends up to	2nd + 3rd dks	alternately	Side Girders, No. each side and thickness	one 42	
Reversed Frame Amidships, Angle	deep framing		Margin Plate depth (excl. of flange) and thickness	41 54	
" " Extends up to			" " Vertical Angle to Tank side	6 6 46	
Depth of Framing Girder	10 + 12		" " Bracket abaft 1/2 len. from stem	6 6 46	
Frames in Uppermost Continuous 'tween Decks, Angle, [or F	7 3 1/2 41		" " Vertical Angle to Tank side	6 6 46	
" " Second 'tween Decks, Angle, [or F	7 3 1/2 41	alternately with main frames	" " Gussets, spacing and scantling abaft 1/2 len. from stem	every frame 42	
" " Third " " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem	every frame 42	
Framing in Peaks, Angle or [7 1/2 3 1/2 40		Tank Side Brackets, height above base line at toe of Frame and thickness	40 46	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 2 6 3/8 5 1/4 4 1/8		INNER BOTTOM PLATING.		
State if Frame Joggled	yes		Breadth and thickness of Middle Line Strake	54 52	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Beams & Stringers + 2 side stringers in fore hold		Thickness of remainder in Holds	44 to 40	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	from 3/4 Lk to Coll. bhd frames of increased size + additional girder		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?	yes	
INGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	7 x 3 1/2 x 3 1/2 x 40 50	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or [
Middle Line Keelson, on Floors, Angles, [or [Spacing	3 1/2	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [or F	8 x 3 x 3 x 52 50	
" " Foundation Plate on Floors			Spacing	3 1/2	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or F	9 x 3 1/2 x 3 1/2 x 40 55	
Side Keelsons, No. each side			Spacing	3 1/2	
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [or [
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or [
Solid Floors, thickness and spacing	40 9 1/2		Spacing		
" " Are Frame and Reversed Frame joggled?	yes		Bridge Deck, Angle, [or [
Bracket Floors, breadth and thickness at middle line	33 42		Spacing		
" " breadth and thickness at margin plate	39 42		Forecastle Deck, Angle, [or [8 3 42	
			Spacing	24 and 27	

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, wide spaced</i>				
" in 'tween Decks, Size and Spacing.....	<i>6 1/2 x 30 to 7 1/2 x 30</i>	<i>culdless rolled</i>		
" " " " " "	<i>13 x 45 to 11 x 40</i>			
" in Holds " " "	<i>20 x 68 to 9 1/2 x 36</i>			
Centre Line Bulkhead.				
Stiffeners and Spacing.....	<i>in deep</i>			
Plating, thickness of	<i>tanks only</i>			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells.....	<i>61 x 64</i>			
" " " " " " " " " " " "				
" " " " " " " " " " " "				
" Angle in Wells	<i>6 6 62</i>			
Thickness of Plating abreast Deck openings in way of Wells	<i>52</i>			
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating within line of openings.....	<i>40</i>			
If Sheathed, material and thickness	<i>not sheathed</i>			
Second Deck.				
Stringer Plate, breadth and thickness in Wells.....	<i>49 x 42</i>			

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>	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.
FLAT PLATE KEEL	<i>53</i>	<i>80</i>	<i>70</i>	<i>70</i>		<i>Double</i>	<i>1</i>	<i>3 1/2</i>	<i>4 for 3/4, 3 ends</i>	<i>1</i>	<i>4 x 3 1/2</i>	<i>Lapped.</i>	
" DELG. (if any)	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>		<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	
BOTTOM PLATING, No. of Strakes <i>4</i>	<i>3-78</i> <i>1-73</i>	<i>61</i> <i>midship</i>	<i>50</i> <i>thickness of</i>	<i>50</i> <i>3 strakes carried to coll. bhd.</i>		<i>double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 for 3/4, 3 ends</i>	<i>7/8</i>	<i>3 1/2 x 3 1/2</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes <i>22</i>	<i>40</i>	<i>61</i>	<i>50</i>	<i>50</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes <i>5</i>	<i>3-71</i> <i>1-64</i> <i>1-54</i>	<i>61</i>	<i>44</i>	<i>44</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>3 full length</i>	<i>"</i>	<i>3 1/2</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>		<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>58</i>	<i>70</i>	<i>48</i>	<i>48</i>		<i>double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 for 3/4, 3 ends</i>	<i>7/8</i>	<i>3 1/2 x 3 1/2</i>	<i>Lapped.</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>		<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	
STRAKE BELOW Sheer-strake in Bridge ...	<i>56</i>	<i>66</i>	<i>48</i>	<i>48</i>		<i>double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 for 3/4, 3 ends</i>	<i>7/8</i>	<i>3 1/2 x 3 1/2</i>	<i>Lapped</i>	
POOF SIDE PLATING	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>		<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	
BRIDGE SIDE PLATING ...	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>		<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	
FORECASTLE SIDE PLATING	<i>-</i>	<i>-</i>	<i>42</i>	<i>-</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>one</i>	<i>3/4</i>	<i>2 1/2</i>	<i>Lapped</i>	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

WATERTIGHT BULKHEADS.					FORGINGS and CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel—					Casting or Forging.				
Extending to Upper Deck (Sec. 3 c)					KEEL, TR	Flat plate	keel		
" Deck next below					STEM	Roller M.	10 x 2 1/2		
As per Rule					STERN FRAME	Propeller Post	Forging	10 x 8 1/2	Sunderland
					Rudder	"	"	9 x 8 1/2	Forge. +
					RUDDER—A x D	"	"	536 3	Engineering
					Speed of Vessel	"	"	13 knots	6 x 1 1/2
					RUDDER mainpiece at head	"	"	1 1/2 dia.	
					" " heel	"	"	8 3/8	
					" how constructed	"	"	Forging + arms	strunk on
					" double or single plate	"	"	Single plate	
					" coupling, vertical or	"	"	horizontal	
					" horizontal	"	"	horizontal	
STIFFENERS.					Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)				
MIDSHIP BULKHEAD, Upper 'tween decks					<i>Open hearth</i>				
" " Second "					<i>Peace Partners Ltd. Cargo Steel 16 x 1 1/2 South Durham 16 x 1 1/2, Corsett 16 x 1 1/2</i>				
" " Third "					<i>Belchov Vaughan 16 x 1 1/2 Dorman Long 16 x 1 1/2</i>				
" " Holds					<i>Has the Steel been tested as required by the Rules? Yes</i>				
COLLISION (in Hold)									
AFTER PEAK									

EQUIPMENT No. 41432

LETTER 37

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
29793	1st Bower	43 0 14	Stockless	55 10 0 0	72 1/2	Byers improved	W.L. Byers & Co.	Sld. 25.2.24 J.H. Butler
29794	2nd "	42 3 14	"	55 5 0 0	72 1/2	"	"	" 26.2.24 " "
29752	3rd "	62 3 0	"	49 14 2 0	62	"	"	" 7.2.24 " "
29784	Collective weight	208 3 0	"	21 10 1 4	204 1	Common (No. 1)	N. Hingley & Sons Ltd.	Sld. 21.2.24 J.H. Butler

CHAIN CABLES.

HAWERS 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.
15130	150 2 3/8	10 1/2	142 1/2	424 x 2-11	300 2 3/8	Shed N. Hingley	Sld. 26.2.24	TOWLINE	130 5 3/4	15	130 5 3/4
15143	150 2 3/8	"	"	424 x 2-11	300 2 3/8	Shed N. Hingley	"	HAWERS & WARPS	4-100 2 3/4	15	4-100 2 3/4
15143	150 2 3/8	"	"	424 x 2-11	300 2 3/8	Shed N. Hingley	"	"	2-90 2 3/4	15	2-90 2 3/4
15143	150 2 3/8	"	"	424 x 2-11	300 2 3/8	Shed N. Hingley	"	"	2-90 3	18	2-90 3

Steering Gear, Steam *Hastie & Co. Helle Shaw Martineau Electric* Hydraulic Gear *Steering Gear, Hand* Pedestal

Boats *2 SH Life, 19 1/2, 1 Boughy (wood)* Steering Chains, Size and Test *Windlass by Wilson & Co. Electrically driven*

Ceiling in Holds, thickness and material *over bilges & under hatchways only* Cargo Battens, thickness, material and spacing *7 1/2" w.p. 9" spacing*

Cargo Hatchways.—(Upper Deck) *Steel plates & angles* Thickness of Hatches *7 1/2" 1-3 remainder 2 1/2"*

Size of No. 1 Hatchway (Forward) *3' 6" x 2' 0"* No. 2 *3' 9" x 2' 0"* No. 3 *2' 8" x 2' 0"* No. 4 *3' 1" x 2' 0"* No. 5 *3' 1" x 2' 0"* No. 6

Number of Shifting Beams and/or Fore and Afters *5 in No. 1, 4 + 5, 6 in No. 2, 4 in No. 3*

WIR JAMES LAING & SONS, LIMITED.

Builder's Signature

Hugh Laing

GENERAL DECLARATION This vessel has been constructed in accordance with the approved plans, the Rules & Secretary's letters. The materials & workmanship are good. The foreboard has been verified and the marks cut in on the vessels sides. The peak tanks, double bottom tanks, bulkheads, decks tunnel, pumps & valves doors have been satisfactorily tested. The windlass & steering gear have been tried and found satisfactory. The requirements of Sec 35 of the Rules has been complied with. The vessel was examined in dry dock at this Port on the 15th June 1927. The bottom was found good and repainted. In consequence of the vessel having struck the wall entering the dry dock. One slightly indented shell plate in G strake in way of the forward hold, on port side was faired in place. The approved plans (2 in No) are forwarded herewith + 3 forging certificates together with (1 in No) approved plans for the sister vessel S.S. "Silverash" R/H No 29312 built by Messrs J. Thompson & Sons of this Port. List of Plans:—Midship Section, Profile.

The amount of Entry Fee £ 9 : : : Fees applied for, 16 JUNE 1927

Special Survey Fee £ 332 : 7 : : Received by me, 30.6.1927

Foreboard Fee 10 : 1 : 8

Travelling Expenses, if any £

I am of opinion the Vessel should be Classed *100 A1* with foreboard carrying Oil fuel F.P. 150° F. in Ford & after peak tanks and deep tanks.

State whether the Vessel has been built under Special Survey *yes*Signature *W.P. Hollings*Certificate to be sent to *SUNDERLAND*Date of issue *15/7/27*

Committee's Minute

TUES. 28 JUN 1927

Character assigned

+ 100 A1 With foreboard carrying Oil fuel F.P. above 150° F. in forward & after peak tanks & Deep Tanks.

Lloyd's A & C.P.

+ L.M.C. 6.24 C.L.

Oil Engines

Lloyd's Register Foundation

Lloyd's Register Foundation

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.)

Bulkheads. Deep tank. Tank top in Engine Room. Bed plate holding down
Rudder. Stern frame. Strengthening in double bottom forward. Strengthen
in way of Pillar feet. Pillar seats (3) Pillar heads. Cruiser stern.
Size of tubular pillars. Pumping out. + Deep tank doors. Engine Room h/d (an
Please return the foregoing plans for dealing with the sister vessels
building.
Plan of midship section, and profile + decks as built are forwarded
for retention in the London office.

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

1st Bower 44.1.0 D.D.W. 6959. 24-1-24.
2nd " 44.1.0 D.D.W. 6960. 31-1-24.
3rd " 39.0.0 D.D.W. 6942. 19-11-26.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 116
(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 (ste). Shelter dk (ste)
3rd dk (ste) in holds. Cruiser stern.

Official No. 149850 ; Signal Letters Is bottom of Vessel coated with cement if n

particulars of composition Portland cement fillets only on bottom shell.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water
Double bottom, aft,	110	302	Fore peak tank,	—	2
Double bottom, under Engines and Boilers,	—	—	After peak tank,	—	3
Double bottom, if under Engines only,	58	360	Deep tank, aft,	26.3	1
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	26.3	1
Double bottom, forward,	193	254	Other tanks, if fitted,	—	—
Total capacity of double bottom		1416	(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. 5605

Date 14.12.25

Dates of Surveys
held while building

1926 Feb. 11. 18. 22. 25. Mar. 1. 11. 17. 22. 25. 30. Apr. 7. 9. 13. 19. 22. 27. 29. 30. May. 5. 7. 12. 17.
June 1. 8. 11. 17. 30. July 5. 7. 20. 26. 29. Aug. 4. 10. 20. 23. 15. 20. 22. 1927 Jan. 4. 7. 11. 13. 17. 19. 2
28. Feb. 3. 7. 10. 11. 14. 16. 17. 18. 21. 22. 23. 24. 25. 28. Mar. 1. 2. 3. 4. 7. 9. 10. 14. 16. 18. 23. 24. 25. 29. 30. 31. Apr
11. 27. 28. May. 2. 3. 6. 10. 14. 19. 23. 24. 30. June. 6. 10. 14. 15. 17

Total No. of Visits