

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office 28 JUL 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 25th July 1930Port of *Belfast.*No. *10,427*Survey held at *Belfast.*Date First Survey 21st June 1929 Last Survey 23rd July 1930

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Twin Screw "SILVERWALNUT"

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 *100A1*State if with freeboard as condition of Class *yes.*Built at *Belfast*Launched 15th April 1930 Yard No. *883*

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*Breadth (greatest moulded) *B 61.75*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*1st Longitudinal Number (L x D) = *17517.5*2nd Numeral L x (B + D) = *45613.75*Framing Depth "d," at middle of length. See Sec. 3 (1d) *17.21*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.375*Do. Long Bridge to top of keel *26.22*Draught Moulded *26.22*Builders *Harland & Wolff Ltd.*Owners *Silver Line Ltd.*Managers *Stanley & John Thompson Ltd.*
(Where necessary to be entered in Reg. Book.)

Residence

Port of Registry *London*

If surveyed while building, afloat, or in dry dock

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 | <i>32</i> | | Bracket Floors, Frame | <i>9 3/4 42</i> | |
| " " from 1/2 length to Collision bulkhead..... | <i>27</i> | | " " Reversed Frame..... | <i>8 1/2 3 42</i> | |
| " " in peaks..... | <i>24</i> | | " " Vertical Struts..... | <i>8 1/2 3 42</i> | |
| IDE FRAMING. <i>in Motor Room</i> <i>12 1/2 x 4 1/2 6 1/2</i> | | | Centre Girder, depth and thickness amidships | <i>28 28 56</i> | |
| Frame Amidships, Angle, [<i>Forward</i> <i>9 1/2 x 3 1/2 50W</i> | | | " " top Angles..... | <i>30 30 60</i> | |
| " " <i>Aft</i> <i>8 3/4 x 3 1/2 50W 52F</i> | | | " " bottom Angles..... | <i>5 5 60</i> | |
| " " Extends up to <i>Third Deck forward</i> | | | Side Girders, No. each side and thickness | <i>2 44</i> | |
| Reversed Frame Amidships, Angle <i>4 4 48</i> <i>applied 4 x 3 1/2 x 50</i> | | | Margin Plate depth (excl. of flange) and thickness | <i>38 56</i> | |
| " " <i>on altern frames in No. 1 Hold 6 1/2 x 78 F</i> | | | " " Vertical Angle to Tank side | | |
| " " Extends up to <i>Third Deck</i> | | | Bracket abaft 1/2 len. from stem..... | <i>6 6 48</i> | |
| Depth of Framing Girder | <i>9 4 8</i> | | " " Vertical Angle to Tank side | | |
| Frames in Uppermost Continuous 'tween Decks, Angle, [<i>or [</i> | <i>6 3 1/2 x 40</i> <i>Abaft Amidships</i> | | Bracket forward 1/2 len. from stem..... | <i>6 6 48</i> | |
| " " Second 'tween Decks, Angle, [<i>or [</i> | <i>7 3 1/2 x 54</i> <i>Forward</i> | | " " Gussets, spacing and scantling | | |
| " " <i>Third Deck</i> <i>8 3 1/2 x 50</i> <i>in No. 1 & 2 Holds</i> | | | abaft 1/2 len. from stem..... | <i>18 x 4 1/4 continuous</i> | |
| " " <i>Third Deck</i> <i>8 3 1/2 x 50</i> <i>in No. 1 & 2 Holds</i> | | | " " Gussets, spacing and scantling | | |
| Framing in Peaks, Angle, [<i>or [</i> | <i>8 3 1/2 36</i> | | forward 1/2 len. from stem..... | <i>18 x 4 1/4 continuous</i> | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | <i>7/8 5 1/2</i> | | Tank Side Brackets, height above base line at toe of Frame and thickness | <i>7 1/2 48</i> | |
| State if Frame Joggled | <i>yes.</i> | | INNER BOTTOM PLATING. | | |
| FRAMING ARRANGEMENTS (Sec. 7), state system and particulars | <i>Deep Framing 9 3/2 x 3 1/2 52W Chan with 4 1/2 x 4 1/2 Rev Bar on all frames and two side stringers 4 1/2 Int. with 6 1/2 x 4 1/2 face bar. Frames doubled fore of 3/5 L. Rivets closed up to 5 1/2 diam. B.C.D. bottom shakes midship thickness to collision bulkhead. Additional intercostals forward.</i> | | Breadth and thickness of Middle Line Strake ... | <i>55 56</i> | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | | | Thickness of remainder in Holds..... | <i>47 42</i> | |
| DOUBLE BOTTOM. | | | 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> | |
| Floors, Depth and thickness at mid-line in Holds | | | BEAMS. | | |
| Height of Brackets at side above base line at toe of frame..... | | | Uppermost Continuous Deck, amidships | <i>7 1/2 x 3 1/2 50W</i> | |
| Middle Line Keelson, on Floors, Angles, [<i>or [</i> | | | " " <i>in way of Bridge, Angle, [</i> <i>or [</i> | | |
| " " <i>Through Plate or Intercostal Plate</i> | | | Spacing..... | <i>32</i> | |
| " " <i>Foundation Plate on Floors</i> | | | Second Deck, amidships, Angle, [<i>or [</i> | <i>8 3 1/2 x 3 1/2 56W</i> | |
| " " <i>Flat Plate Keel Angles</i> | | | Spacing..... | <i>32</i> | |
| Side Keelsons, No. each side | | | Third Deck, amidships, Angle, [<i>or [</i> | <i>8 3 1/2 x 3 1/2 56W</i> | |
| thickness of Intercostal Plate..... | | | <i>in No. 1 & 2 Holds</i> | <i>32</i> | |
| Angles..... | | | Spacing..... | | |
| DOUBLE BOTTOM. | | | Fourth Deck, amidships, Angle, [<i>or [</i> | | |
| Solid Floors, thickness and spacing | <i>44 96</i> | | Spacing..... | | |
| " " <i>Are Frame and Reversed Frame joggled?</i> | <i>Frames only.</i> | | Boiler Deck, Angle, [<i>or [</i> | | |
| Bracket Floors, breadth and thickness at middle line | <i>36 44</i> | | Spacing..... | | |
| " " <i>breadth and thickness at margin plate</i> | <i>36 44</i> | | Bridge Deck, Angle, [<i>or [</i> | | |
| | | | Spacing..... | | |
| | | | Forecastle Deck, Angle, [<i>or [</i> | <i>7 1/2 3 1/2 46 10 x 3 1/2 52BQ</i> | |
| | | | Spacing..... | <i>27 x 24 54 x 48</i> | |

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 | <i>50 1/2</i> | <i>.60</i> | |
| <i>wide spaced pillars & girders as per approved plan</i> | | | | of Bridge Motor Room | | | |
| " in 'tween Decks, Size and Spacing..... | <i>4 to 4 1/2 spaced 18 to 28 feet</i> | | | Thickness of Plating abreast Deck openings) | | <i>.40</i> | |
| " " " " " " | <i>11 x 50 to 13 x 54 sp 10 to 26 ft.</i> | | | <i>in way of Wells</i> | | <i>.42</i> | |
| " " " " " " | <i>13 x 50 to 14 1/2 x 50 sp 18 to 26 ft.</i> | | | Thickness of Plating abreast Deck openings) | | <i>.58</i> | |
| " in Hold <i>aft</i> " " " | | | | <i>in way of Bridge Motor Room</i> | | <i>.35</i> | |
| " " <i>Forward</i> " " " | <i>15 x 54 to 20 x 66 sp 22 to 26 ft.</i> | | | Thickness of Plating within line of openings... | | | |
| Centre Line Bulkhead. | | | | If Sheathed, material and thickness | | | |
| Stiffeners and Spacing..... | | | | Third Deck. | | | |
| Plating, thickness of | | | | Stringer Plate, breadth and thickness..... | <i>50 1/2</i> | <i>.39</i> | |
| STRINGERS AND DECKS. | | | | If Plated, state thickness..... | | <i>.35</i> | |
| Uppermost Continuous Deck. | | | | Fourth Deck. | | | |
| Stringer Plate, breadth and thickness in Wells | <i>64 1/2</i> | <i>.70</i> | | Stringer Plate, breadth and thickness..... | | | |
| " " " " <i>Third Deck.</i> | | <i>.68</i> | | If Plated, state thickness | | | |
| " " " " in way of Bridge | | | | Poop Deck. | | | |
| " Angle in Wells | <i>6</i> | <i>6</i> | <i>.68</i> | Stringer Plate, breadth and thickness | | | |
| Thickness of Plating abreast Deck openings) | | | <i>.60</i> | Plating, Sheathing, material and thickness ... | | | |
| <i>in way of Wells</i> | | | <i>(see plans)</i> | Bridge Deck. | | | |
| Thickness of Plating abreast Deck openings) | | | <i>.66</i> | Stringer Plate, breadth and thickness | | | |
| <i>in way of Bridge Motor Room</i> | | | | Plating, Sheathing, material and thickness ... | | | |
| Thickness of Plating within line of openings... | <i>42 to 36</i> | | | Forecastle Deck. | | | |
| If Sheathed, material and thickness | | | | Stringer Plate, breadth and thickness..... | <i>36</i> | <i>.38</i> | |
| Second Deck. | | | | Plating, Sheathing, material and thickness ... | <i>36</i> | <i>Sheathed with 3" P. Pine</i> | |
| Stringer Plate, breadth and thickness in Wells... | <i>50 1/2</i> | <i>.45</i> | | | | | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | | |
|-----------------------------------------------------|---------------|------------|----------------|------------------|------------------------------------------------------|-----------------------------|----------------------|---------------|-----------------------|---------------------------|---------------|-----------------------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if Joggled? <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>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>ABCD</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>EFGH</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>EFGH</i> | | <i>.64</i> | <i>48</i> | <i>1 - .50</i> | | <i>-</i> | <i>-</i> | <i>-</i> | <i>3</i> | <i>-</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>-</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>.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 ... | | | | | | | | | | | | | |
| POOF 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. |
|------------------------------------------|----------------------------------------------------|-----------------------|-----------------------------------------------|------------------------------------------------|
| KEEL, Bar | | | | |
| STEM | <i>Rolled Bar</i> | <i>10 1/2 x 2 7/8</i> | <i>D. Colville</i> | |
| STERN FRAME { | Propeller Post | | | |
| | Rudder | <i>Forging 9 x 4</i> | <i>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> | | | <i>Approved 12</i> |
| RUDDER mainpiece at head ... | <i>Forging</i> | <i>12 1/2</i> | <i>Stock W. Bealmore</i> | |
| " " heel ... | | <i>9</i> | <i>main Piece 2 1/2 arms Sunderland Forge</i> | |
| " " how constructed | <i>Keyed 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> | | | |

| | | | Plating Thickness. | STIFFENERS. | | | | |
|-------------------------|---|---------------------------|---------------------------------------|-------------|----------------|----------------|------------|-----|
| | | | | VERTICAL. | | HORIZONTAL. | | |
| | | | | Scantlings. | Spacing. | Scantlings. | Spacing. | |
| MIDSHIP BULKH'D, | | | <i>Collision</i> Upper tween decks | 28 | 6x3x34 | 13 2 1/2" | | |
| " | " | Second | " | 26 | 6x3x34 | 9 30" | | |
| " | " | Third Hold Aft | | 40-26 | 8x4x3 1/2 | 44W 52F 30" | | |
| " | " | Holds Forward | | 40-28 | 10x3 1/2x3 1/2 | 42W 50F 30" | | |
| COLLISION | " | (in Hold) | | 42-30 | 10x3 1/2x50 | 13 2 1/2" | 3 Semi Box | 13m |
| AFTER PEAK | " | " | | 50-30 | 7x3x50 | 13 2 1/2" | 1 Semi Box | 13m |

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 dt | | ANCHORS. | | | | |
|------------------------|--------------------|-------------------|------|------|-----------------|------|------|------------------------|-------|-----------|------|------------------------------|---------------------|----------------------------------|---------|-------------------------------------------|
| Number of Certificate. | Anchors. | WEIGHT, EL. 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. | | | | |
| 91845 | 1st Bower ... | 83 | 3 | 0 | 54 | 0 | 4 | 60 | 10 | 0 | 0 | 81-1-0 | Hingley & Challenge | N. Hingley & Sons Ltd. Rotherham | 13/2/30 | Green |
| 91551 | 2nd „ ... | 80 | 1 | 0 | 50 | 0 | 5 | 59 | 0 | 0 | 0 | 81-1-0 | Chokless | - | - | - |
| 91546 | 3rd „ ... | 69 | 2 | 14 | 45 | 3 | 17 | 53 | 12 | 2 | 0 | 69-2-0 | - | - | - | - |
| | Collective weight. | 233 | 2 | 14 | | | | | | | | 232-0-0 | | | | |
| 91597 | Stream | 23 | 3 | 22 | 6 | 1 | 10 | 23 | 17 | 2 | 0 | 23-2-0 | Ordinary | N. Hingley & Sons Ltd. Rotherham | 28/2/30 | Green |

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. | | | |
|---------------------------------|---------------------------|-------|-----------------------|------------|------------------------|-----------|-------------------------------|-------|--------------|-------------------|--------------------------------------------|--------------------------------------------------------|---------------------------|----------------|------------------------------|-------------------------------|------|----------------|----|
| | Length. | Diam. | Statu-tory. | Break-ing. | Supplied. | Per Rule. | Length. | Diam. | | | | | Length. | Cir. | | Length. | Cir. | | |
| | Fathoms. | Ins. | Tons. | Tons. | Cwts. | qrs. | lbs. | Cwts. | Fathoms. | Ins. | | | Fathoms. | Ins. | Tons. | Fathoms. | Ins. | | |
| 85802 | 150 | 2½ | 12/10/30 | 15/10/30 | 470 | 1-0 | 940 | 0-0 | 300 | 2½ | Stud | N. Hingley & Sons Ltd Rotherham 18/2/30 H. Green | TOWLINE | 130 | 6 | 99.1 | 130 | 6 | |
| 85805 | 150 | 2½ | - | - | 470 | 0-15 | | | | | - | - | 2/2/30 H. Green. | HAWERS & WARPS | 4 coils 100 | 2¾ | 15.2 | 4 coils 100 | 2¾ |
| | 300 | | | | | | | | | | | | | | 90 | 3 | 18.6 | | |
| | | Cir. | | | | | | | | Cir. | | | | | | | | | |
| Iron Stream Chain or Steel Wire | 120 | 5½ | 77.5 | | | | | | 120 | 5½ | Stud | Grasholm & Robson Ltd. makers Certificates examined | | | 90 | 3 | 18.6 | | |

Makers Certificates examined

Steering Gear, *Steam Harland & Wolff Self-Shaw Electric Hydraulic* Steering Gear, *Hand Double Motors & Rams*

Boats *2 @ 266 Huls & 1 @ 190 wood* Steering Chains, Size and Test *✓* Windlass *J. H. Wilson electric drive by Sunderland & Co.*

Ceiling in Holds, thickness and material *2½ WP (under hatchways in No 2 & 5)* Cargo Battens, thickness, material and spacing *9x2 WP Batten & Space*

Cargo Hatchways. (Upper Deck) *Steel Plates & Angles* Thickness of Hatches *2½*

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 Afters *5 Beams in Nos 1-2-3-4 & 5 Hatchways. One in No 6*

For HARLAND AND WOLFF, LIMITED.

Builder's Signature

Chastagne

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, 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 carrying oil fuel.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, *OSM.*
Special Survey Fee.... £ 369 : 5 : 0 *25.7.1930*
Freeboard 10 : 0 : 0 Received by me, *30.7.1930*
Travelling Expenses, if any £ : : *666*

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

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

Signature

S. O. Kendall.

Surveyor to Lloyd's Register of Shipping.

H.M. Certificate to be sent to *Belfast* *This Office* Date of issue *6/8/30*

Committee's Minute

Character assigned

WED. 6 AUG 1930

*+ 100A1**With freeboard**Car: oil fuel 31. above 150°F in Deep tanks.*

Lloyd's asst.

+ dimb. 7.30 Cl. oil fuel.

DB (upper) 100 lbs. DB 150 lbs.

Elec. Ltd.

Write fls 2/8/30

for

Lloyd's Register Foundation

0133 1/2

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.)

The approved sketches of Midship Section Profile & Deck Plans, and Pumping Arrangements were forwarded with the First Entry Report No 10401 on the sister vessel No 882 M.V. Silvercypress. Verified copies of the approved plans are filed in the London Office.

Six forging and casting reports are enclosed herewith.

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

1st Bower, 43.3.24.KH.Nº 7350. 12th Dec: 1929
2nd „ 40.3.5.MB.Nº 7401 20th Dec: 1929
3rd „ 37.2.9.MB.Nº 7256 27th Nov: 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) 1st Dk(Stl) & Shelter Dk(Stl) 3rd Dk(Stl) in fore hold

Official No. 161455 ; 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, 24'4 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. 815

Date 26th June 1929

Dates of Surveys held while building

1929
June 21. 25. 28 July 3. 5. 22. 23. 31 Aug. 2. 7. 13. 20. 27. 29 Sept. 2. 9. 12. 17. 20. 27 Oct. 4. 10. 21. 25
Nov. 1. 13. 15. 20. 26 Dec. 4. 9. 17. 30 1930
Jan. 29. 31 Feb. 6. 24. 25. 27 Mar. 1. 3. 5. 6. 7. 10. 11. 12. 14. 18. 19
20. 24. 26 Apr. 1. 3. 4. 5. 9. 11. 15 July 1. 3. 9. 10. 23

Total No. of Visits 65