

With or Without
Disconnected Erections.

REC'D NEW YORK

STEEL STEAMER.

Received at London Office

MAY 23 JUN 1919

Date of completion of report 29th May 1919 Port of Philadelphia Pa No. 3270
Survey held at Chester Pa Date, First Survey 6th December 1916 Last Survey 22nd May 1918

On the (State if Single, Twin, or Triple Screw) SINGLE SCREW STEAMER "SILVERBROOK" Rig Two masts (No sails)

TONNAGE under Tonnage Deck... 4550.28

Do. between Tonnage Dk. and 3rd and 4th Dk. 247.68

Do. of R.Q.Dk. TRUNK 537.31

Do. of Bridge House 59.90

Do. of Forecastle 74.43

Do. of Houses on Dk. 105.76

Do. of excess of Hatchways 119.10

Do. above Crown of Engine Room 5674.46

Gross Tonnage 5674.46

Less Crew Space 198.69

Less above Crown of Engine Room 5674.46

TONNAGE FOR FEES 1815.82

Less Engine Room 97.57

Less Navigation Spaces 32.31

BEATS WAIN'S STORES 3330

Register Tonnage as cut on Beam 3330

CLASS Cylindrical tanks

for carrying petroleum

Breadth (greatest moulded) 54.00

Depth, at middle of length from top of keel to top of upper deck beams at side 32.75

Transverse Number 86.75

Length on deck from fore part of stem to after part of stern post 401.00

Longitudinal Number 34786.75

Depth "d," at middle of length (See Secs. 2 & 13) 29.08

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.24

" " Long Bridge Deck Beam at side to top of keel

Destined Voyage Southampton

If Surveyed while Building, Afloat, or in Dry Dock Yes

Master W.A. HUTCHINS

Year of appointment

Built at Chester Pa

When built May 1919 Launched 5th Dec 1918

By whom built Chester S.B. Co. Ltd.

Owners U.S. Shipping Board

Managers

(Where necessary to be entered in Reg. Book.)

Residence Washington D.C.

Port belonging to Philadelphia Pa

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
401	0	54	0	30	2 1/2	1			One
Dimensions of Ship per Register, Length 400.8 breadth 54.3 depth 31.4									
Moulded depth, ft. 40 ins. 0 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 1/2 ins.									
Moulded depth, ft. 32 ins. 9 To Upper Dk.									
FRAMING.					PILLARS.				
FRAME, Angles, or Bars amidships					PILLARS in 'tween Deck, size and spacing				
Do. in peaks					" " Hold				
Do. in way of Double Bottoms at Solid Floors					" " Quarter 'tween Dks.				
" " at intermdt. Bkts.					" " in Hold				
Spacing of Frames from centre to centre amidships					KEELSONS & STRINGERS.				
" " length to Collision bulkhead in peaks					CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate				
REVERSED FRAME, Angles					" Rider Plate				
Do. in way of Double Bottoms at Solid Floors					" Flat Plate Keel Angles				
" " at intermdt. Bkts.					" Horizontal Plates on Floors				
FRAMING, depth of girder					" Angles or Bulb Angles				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships					SIDE KEELSONS, Number				
" in way of Engine and Boiler Spaces					" Angles or Bulb Angles				
" thickness at the ends of vessel					" Plate above floors, for length				
" depth at 1/2 the half breadth, as per Rule					" Intercoastal Plate, for length				
" height extended at the Bilges					" Attached to outside Plating with Angle				
FLOORS in Cell. Double Bottoms					BILGE KEELSON, Angles				
" state if flanged (top & bottom)					" Intercoastal Plate for length				
" Spacing of Solid floors					" Attached to outside Plating with Angle				
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.					SIDE STRINGERS, Number				
" Angles, Top					" Angle				
" Bottom					" Intercoastal Plate, for length				
" to Floors					" Attached to outside plating with Angle				
" Brackets at intermdt. frmng., wdth & thkns					Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)				
SIDE GIRDERS, number on each side & thickness					" " " br'dth & thickness (in way of Bridge)				
" state if flanged (top and bottom)					" " Angle (clear of Bridge)				
" Angles (top and bottom)					" Tie Plate at sides of Hatchways				
" to Floors					" Deck * Iron or Steel, for full lng.				
MARGIN PLATE, depth (exclusive of flange)					" Thickness (clear of Bridge)				
" WIDTH and thickness					" (in way of Bridge)				
" Angle to Outside Plating					" Wood Deck. Material & thickness				
" Floors					Second Deck Stringer Plate, br'dth & thickness				
" Brackets at intermdt. frmng., wdth & thkns					" Angles on ditto, No.				
" Height of Outside Brackets above at bilge					" Tie Plates outside Hatchways				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake					" Deck * Iron or Steel, for lng.				
" in Engine and Boiler space					" Wood Deck. Material & thickness				
" Remainder in Holds					Third Deck Stringer Plate, br'dth & thickness				
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel					" Angles on ditto, No.				
" In way of Long Bridge					" Tie Plates, outside Hatchways				
" Spacing					" Deck * Material and thickness				
BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel					Fourth and Fifth Deck Stringer Plate, breadth & thickness				
" Spacing					" Angles on ditto, No.				
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel					" Tie Plates outside Hatchways				
" Angles on upper edge					" Deck. Material & thickness				
" Spacing					Poop Deck Stringer Plate, breadth & thickness				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel					" Angle on ditto				
" Angles on upper edge					" Tie Plates				
" Spacing					" Deck. Material and thickness PART SHEATHED Steel				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel					Bridge Deck Stringer Plate, br'dth & thickness				
" Angles on upper edge					" Angle on ditto				
" Spacing					" Tie Plates				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel					" Deck. Material and thickness				
" Angles on upper edge					Forecastle Deck Stringer Plate, br'dth & th'kns				
" Spacing					" Angle on ditto				
					" Tie Plates				
					" Deck. Material and thickness				

[illegible]

EQUIPMENT No. 3682-2.										ANCHORS.										TONNAGE U.K. OR PLATING FOR TRAWLERS									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 31.			Description of Anchor.			Makers.			Where and when tested and Superintendent.							
				Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Owts.	qrs.	lbs.													
2778	1st Bower ...	67	3	17							52	12	2	0	6	3	17	Baldi	Baldi	American	Chester	28/3/16	J.W.S.						
2783	2nd " ...	61	1	0							49	0	2	14	5	3	18	"	"	"	"	"	"						
3414	3rd " ...	56	0	3							46	0	0	0	54	0	21	"	"	"	"	19/10/16	W.C.						
	4th " ...														54	2	0												
	Collective weight.	183	0	20											182	0	0												
7004	Stream	22	2	15							22	16	3	14	2	1	14	Admiral	Pemberton	Chester	11/12/18	J.B.S.							
8432	Kedge	10	1	2							12	4	1	14	9	1	14	Baldi	Baldi	Ancho	"	11/12/19	J.B.S.						
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.																													
1st Bower Head 49-3-13 Shank 18-5-4 J.W.S., 2778, 28/3/16. Drop heels 12 ft. 2nd " " 44-0-22 " 17-0-6 " 2783 3rd " " 40-2-24 " 15-1-7 W.C. 3414 19/10/16 " " " 4th "																													
CHAIN CABLES.											HAWSETERS AND WARPS.																		
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and Size supplied.		Breaking Test of Steel Wire Towline.		Length and Size per Table 31.							
		Length.	Diam.	Status.	Break.	Supplied.	Per Rule.	Length.	Diam.									Length.	Cir.	Ins.	Fathoms.	Ins.							
50538	Pattoms	152	2 1/2	1/2"	1/2"	310-2-8	310-1-11	120	2 1/2	1/2"	1/2"	NONE	NOT stated	Englin	3/7/17	E.P.	TOWLINE	120	5	3-9	120	5							
50539	Pattoms	120	"	"	"	310-2-8	310-1-11	120	"	"	"	"	"	"	"	"	HAWSETERS & WARPS	2-90	8	MANNILA	2-90	8							
Stream Cable (Steel Wire)	90	4 1/4"	-	56	-	-	-	90	4 1/4"	G.S.W.	Warrington	Warrington	26/7/17				-	-	-	-	-	-							
Boats Four Lifeboats. Steering Gear, Steam by American Eng Co. Steering Gear, Hand American Eng Co. Pumps, Number 20 per approved Pumping plan Diameter of Barrel State whether they are in efficient working order Yes. Windlass is Steam by American Eng Co. Capstan or Prop by American Eng Co. Engine Room Skylights.—How constructed? Steel plates + angles. What arrangements for deadlights in bad weather? Steel flaps + bullseyes. Coal Bunker Openings.—How constructed? Steel plates + angles. How are lids secured? By cleats + battens Height above deck? 3" Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Four scuppers each side. Ten freeing ports each side 4'x1'3" Ceiling in Holds, thickness and material None Cargo Battens, thickness and material NONE w.r.t steel covers Cargo Hatchways.—How formed? Steel plates and angles. Hatches, If strong and efficient? Efficiently State size No. 1 Hatch (Forward) No. 2 Hatch No. 3 Hatch No. 4 Hatch Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Ten Oil hatch ways on Tank top 9'0"x6'0" No. of Breasthooks 3 No. of Crutches Deep floors																													
Bulwarks, height above deck and description 3'6"x31 steel plates. Main Rail, material and size Steel 6'3" Bulb angle The foregoing is a correct description. Builder's Signature E.D. Ward, Jr. Surveyor's Signature James Butler Builder's Signature (here only) E.D. Ward, Jr. Surveyor to Lloyd's Register of Shipping.																													
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in long correspondence connected with the case). SECY. M. 26/1/14, 17/2/16, 21/1/16, 1/2/16, 14/2/16, 24/2/16, 20/3/16, 13/4/16, 11/5/16, 18/5/16, 22/5/16, 29/5/16, 5/6/16, 13/6/16, NEW YORK 10/1/15, 10/1/15, 3/1/15, 21/2/15, 28/2/15, 3/3/16, 4/3/16, 21/1/16, 24/1/16, 15/1/16, 23/1/16, 27/1/16, 28/1/16, 28/5/16, 12/6/16, 19/6/16, 14/7/16, 15/8/16, 20/9/16, 21/9/16, 20/10/16, 19/11/16, 24/11/16.																													
Workmanship. Are the butts of plating planed or otherwise fitted? Planed where practicable Is the riveted work properly closed? Yes. Are the liners between the frames and plates solid single pieces? Yes. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes. Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? A few.																													
Are the butts of Plating, Stringers, &c., properly shifted and staggered? OR OVERLAPPED? Yes. Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests Satisfactory. Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests Satisfactory.																													
General Remarks (State quality of workmanship, &c.) This vessel is a sister ship to the steamers "Alamogordo", "Solon", "Hisco", "Overbrook", "Woodale" and "Phoenix" (Rpls N° 2523, 2526, 2710, 2810, 2891 and 2966) and has been built in accordance with the approved plans, and the Society's letters of the above mentioned dates, and the Society's Regulations for the carriage of petroleum in circular tanks. The cargo oil tanks and oil fuel bunkers have been tested as required by the Rules and found satisfactory. The workmanship throughout is good. The vessel is fitted with Wireless Telegraphy + submarine signalling. Plans of midship section and General Arrangement (showing vessel as built) also two Fitting + Casting Reports, and copy of Interim certificate are forwarded herewith.																													
The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with P.E. Report showing vessel as built.																													
FREEBOARD FEE \$ 50.00 Fees applied for, 21st May 1919 The amount of Entry Fee \$ 25.00 Received by me, 8/7/19 RBM PITTSBURGH FEE \$ 50.00 Certificate to be sent to Philadelphia Date of issue 7.7.19. Special Survey Fee \$ 834.25 NEW YORK EXPENSES \$ 30.00 LOCAL Travelling Expenses, if any \$ 13.00 PITTSBURGH EXPENSES \$ 13.00 State whether the Vessel has been built under Special Survey Yes. I am of opinion this Vessel should be Classed { 100A Fitted with cylindrical tanks for carrying petroleum. Fitted for Oil Fuel 5.19. With, or without Freeboard, as condition of Class Without Flag port above 150 F. Surveyor to Lloyd's Register of Shipping. James Butler																													
Committee's Minute New York JUN - 3 1919 Character assigned + 100A note: AxCP Fitted with Glt tanks for Carr. pet. Exp la 2 + d.m.c. 5.19 Mchy aff Fitted for oil fuel 5.19 Elec Lt JP above 150 F. JC																													

Date of

No. in

Reg. L

Master

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Boiler

Register

Shaft

TURB

Diameter

Diameter

Diameter

Width of

No. of

No. of

Thickness

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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.75 ft., R.Q.D. ✓ ft., Bridge 27.0 ft., Forecastle 50.25 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Poop is joined to Bridge by Trunk deck

31.5 ft wide

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) 1 DK (all)

Official No. 217911; Signal Letters LRSV State if Machinery is fitted aft Yes
How are the surfaces preserved from oxidation? Inside Cement in after Peak Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular system

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	—	—	Fore peak tank, <u>(OIL FUEL)</u>	—	<u>115</u>
Double bottom, under Engines and Boilers, <u>(OIL FUEL)</u>	<u>5.5</u>	<u>236</u>	After peak tank, <u>(FRESH WATER)</u>	—	<u>144</u>
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward, <u>(CARGO OIL & PART OIL FUEL)</u>	<u>294.75</u>	<u>1375</u>	Other tanks, if fitted,	—	—
Total capacity of double bottom	—	<u>1611</u>	(If necessary, furnish further information by sketch.)	—	—

* The wells are not to be included in the lengths of the tanks. 349.75

State whether the above have been tested as required by the Rules. Yes

Order for Special Survey No. 94

Date 11th May 1916

No. 344 in builder's yard.

DATES of Surveys held while building

1916 DEC 6, 20.

1917 JAN 16, FEB 24, MARCH 5, 12, 26, MAY 23, JUNE 28, SEPT 7, 12, 19, 28, OCT 15, NOV 27, DE

1918 JAN 8, 30, FEB 13, MARCH 8, 25, 28, APRIL 2, 23, MAY 2, 20, JUNE 6, 19, JULY 11, 18, 25, 30

SEPT 5, 16, 30, OCT 3, 15, 29, NOV 5, 6, 12, 18, 19, 22, 25, 27, 29, DEC 2, 4, 5.

1919 JAN 8, 21, 29, 30, FEB 20, 28, MARCH 4, 12, 17, 20, 24, 26, 31, APRIL 2, 4, 8, Total No. of Visits 77

APRIL 9, 10, 11, 14, 15, 17, MAY 12, 19, 21, 22.

Surveyor's Signature

James Butler

Lloyd's Register
Foundation