

STEEL STEAMER or MOTORSHIP.

Received at London Office

17 SEP 1927

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.*Date of completion of report *Sept 15th 1927.*Port of *Sunderland.*No. *29510*Survey held at *Sunderland.*Date First Survey *13th January 1927* Last Survey *14th September 1927*On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) *Motor Vessel "SILVERHAZEL" Machinery amidships, Single Screw, Larrier Screw.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Complete Superstructure with tonnage opening* State Type of Erections *Forecastle on Superstructure Deck*TONNAGE under Tonnage Deck... *4827.94*CLASS *100 A1*State if with freeboard as condition of Class *Yes.*Built at *Sunderland.*

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 425.0*Launched *July 14th 1927.* Yard No. *557.*Total *4827.94*Breadth (greatest moulded) *B 58.0*Builders *Joseph L. Thompson & Sons Ltd.*Gross Tonnage *5301.52*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 *3091.44*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.*

D DIMENSIONS.

FEET.

*425.66**58.3**24.7*Framing Depth "d," at middle of length. See Sec. 3 (1d) *16.0*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.04*

Do. Long Bridge to top of keel

Draught Moulded *25'-3"*Port of Registry *London.*

If surveyed while building, afloat, or in dry dock

while building, afloat and in dry dock

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.
acing amidships	<i>3 1/2</i>		Bracket Floors, Frame <i>Bull angle</i>	<i>6 3/2 34</i>	
" from 1/4 length to Collision bulkhead	<i>27</i>		" " Reversed Frame <i>do</i>	<i>5 1/2 3 34</i>	
" in peaks	<i>24</i>		" " Vertical Struts <i>2 channels</i>	<i>10 x 3 1/2 x 3 1/2 42 and girder</i>	
ING.			Centre Girder, depth and thickness amidships	<i>44 58</i>	
idships, <i>Angle</i> [or [<i>F</i>	<i>12 x 4 x 4 x 6 1/4 where 2 dks fitted</i>		" " top Angles <i>Two</i>	<i>3 1/2 3 1/2 54</i>	
" Extends up to	<i>10 x 3 1/2 x 4 1/2 " 3 "</i>		" " bottom Angles <i>Two</i>	<i>5 5 62</i>	
Frame Amidships, Angle	<i>2 x 3 dikes alternately</i>		Side Girders, No. each side and thickness	<i>one 42</i>	
" Extends up to	<i>deep framing</i>		Margin Plate depth (excl. of flange) and thickness	<i>41 54</i>	
Framing Girder	<i>10 and 12</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>6 6 46</i>	
Uppermost Continuous 'tween Decks, Angle, <i>3 x 3</i>	<i>7 3 1/2 41</i>		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<i>6 6 46</i>	
Second 'tween Decks, Angle, <i>3 x 3</i>	<i>5 7 3 1/2 41</i>		" " Gussets, spacing and scantling abaft 1/4 len. from stem	<i>even frame 42</i>	
Third " " " "	<i>alternate with main frames</i>		" " Gussets, spacing and scantling forward 1/4 len. from stem	<i>even frame 42</i>	
in Peaks, Angle or [<i>7 1/2 3 1/2 40</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>10 46</i>	
r and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/8-6/8-5/8 4 1/2</i>		INNER BOTTOM PLATING.		
Frame Joggled <i>Side frames</i>	<i>no</i>		Breadth and thickness of Middle Line Strake	<i>54 52</i>	
Bottom " <i>Bottom</i>	<i>yes</i>		Thickness of remainder in Holds	<i>44 6 40</i>	
ARRANGEMENTS (Sec. 7), state system and particulars	<i>Beams & Stringers</i>		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>yes</i>	
THENING OF BOTTOM FOR	<i>2 side stringers in fore hold from 3/8 L to Collision Bulkhead frames of increased size and additional girder</i>		BEAMS.		
Bottom.			Uppermost Continuous Deck, amidships	<i>7 x 3 1/2 x 3 1/2 40 50</i>	
Depth and thickness at mid-line in Holds	- - -		" " in way of Bridge, Angle, [or [- - -	
Height of Brackets at side above base line at toe of frame	- - -		Spacing	<i>3 1/2</i>	
Line Keelson, on Floors, Angles, [or [- - -		Second Deck, amidships, <i>Angle</i> [or [<i>8 x 3 x 3 52 50</i>	
" " Through Plate or Intercoastal Plate	- - -		Spacing	<i>3 1/2</i>	
" " Foundation Plate on Floors	- - -		Third Deck, amidships, <i>Angle</i> [or [<i>9 x 3 1/2 x 3 1/2 40 55</i>	
" " Flat Plate Keel Angles	- - -		Spacing	<i>3 1/2</i>	
Keelsons, No. each side	- - -		Fourth Deck, amidships, Angle, [or [- - -	
" thickness of Intercoastal Plate	- - -		Spacing	- - -	
" Angles	- - -		Poop Deck, Angle, [or [- - -	
Bottom.			Spacing	- - -	
Solid Floors, thickness and spacing	<i>40 94 1/2</i>		Bridge Deck, Angle, [or [- - -	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Spacing	- - -	
Bracket Floors, breadth and thickness at middle line	<i>33 42</i>		Forecastle Deck, <i>Angle</i> [or [<i>8 3 42</i>	
" " breadth and thickness at margin plate	<i>39 42</i>		Spacing	<i>24 27</i>	

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Joy's Register Foundation

Number
Certificate

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Secretary
Lloyd

17 SEP 1927

EQUIPMENT No. 41732

LETTER 5+

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.
30013	1st Bower	Cwts. 72 qrs. 2 lbs. 0	Stockless	Tons. 55 cwt. 0 qrs. 0 lbs. 0	Cwts. 72.5	Byers Improved Stockless	not stated.	Sunderland, 14/5/27. J.H. Butler.
30116	2nd "	72 0 14	do.	55 0 0 0	72.5	" " "	" "	" 23/6/27 "
30012	3rd "	62 2 0	do.	42 15 0 0	62.0	" " "	" "	" 14/5/27 "
	Collective weight.	207 0 14			207.0			
30179	Stream	20 3 7	5 2 0	21 10 1 7	20.5	Forged from Stock	H. Hingley & Sons Ltd.	" 18/7/27. "

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.	Statutory. Break. ing.	Supplied. Per Rule.	Length. Diam.					Length. Cir.		
15411	150 2 3/8	101.5 142.1	Cwts. 422 qrs. 3 lbs. 7	300 2 3/8	Steel Rope N. Hingley & Sons Ltd.	Sunderland, 14/5/27. J.H. Butler		TOWLINE	130 5 1/2	88	130 5 1/2
15412	150 2 3/8	101.5 142.1	Cwts. 422 qrs. 2 lbs. 0	300 2 3/8	" " "	" 27/7/27 "		HAWSERS & WARPS	2-90 3	18	2-100 2 3/4
									4-100 2 3/4	15 1/2	2-100 2 3/4
									2-90 2 3/4	15 1/2	
									1-80 8	manilla	
									2-40 7		
									1-120 4"		

Steering Gear, Steam *Hunter & Co's Heli Shaw Martinian Electric Hydraulic Gear.* Steering Gear, Hand *Pedestal.*Boats *Steel 2 life - wood 1 gey & 1 jolly.* Steering Chains, Size and Test *nil* Windlass by *J.H. Wilson & Co* *Electrically driven.*Ceiling in Holds, thickness and material *mer lugs & under hatchways 2 1/2" WW* Cargo Battens, thickness, material and spacing *9" x 2" WW. 9" spacing.*Cargo Hatchways.-(Upper Deck) *Steel plates & angles. Insulated in after main hold.* Thickness of Hatches *1001-3" remainder 2 1/2".*Size of No. 1 Hatchway (Forward) *31'-6" x 21'-0"* No. 2 *39'-4 1/2" x 21'-0"* No. 3 *28'-10 1/2" x 21'-0"* No. 4 *31'-6" x 21'-0"* No. 5 *31'-6" x 21'-0"* No. 6 *✓*Number of Shifting Beams and/or Fore and Afters *Beams, 5 in No 1, 4, & 5. 6 in No 2. 4 in No 3. No fore & afters.*

JOSEPH L THOMPSON & SONS, LIMITED,

Builder's Signature

Chairman

GENERAL DECLARATION This vessel has been constructed in accordance with the approved plans, the Rules, & Secretary's Orders. The materials and workmanship are good. The freeboard has been verified, and the marks cut in on the vessel's sides. The peak tanks, double bottom tanks, deep tanks, bulkheads, decks, tunnel, pumps, & W.T. door have been satisfactorily tested. The windlass and steering gear have been tried and found satisfactory. The requirements of Section 35 of the Rules have been complied with. On examination of the vessel in Messrs Greenwell's Drydock on Sept 8th 1927, 5 shell plates in B+C strakes on the port side, and 6 shell plates in B+C strakes on the starboard side were found to be set up in way of No 3, 4, & 5 double bottom tanks. The cause of this damage is stated to be unknown. The following repairs have now been satisfactorily carried out

Port side Shell plates B7, B8, B9, B10 & C4 removed, faired & refitted.

" " " " A8, A9, A10, A11, A12, C5, C7, C8, C9, D4, & D5 faired in place.

" " " " 32 frames in way faired in place & lined as necessary.

The amount of Entry Fee £ 9 : 0 : 0

Fees applied for, 15 SEP 1927

Special Survey Fee.... £ 332 : 11 : 0

Damage 10 - 10 - 0

Travelling Expenses, if any £

Freeboard 10 : 1 : 8

Received by me,

17.9.27

I am of opinion the Vessel should be Classed **100A1* with freeboard carrying Oil fuel F.P. above 150°F in forward and after peak tanks and deep tanksState whether the Vessel has been built under Special Survey *Yes.*

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *SUNDERLAND.*Date of issue *23/9/27*

Committee's Minute

FRI. 23 SEP 1927

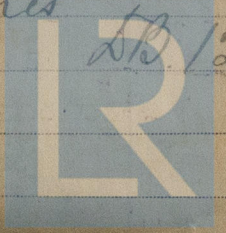
Character assigned

** 100A1 With Freeboard*
Carrying Oil Fuel. F.P. above 150°F in Forward & After Peak Tanks & Deep Tanks.

Lloyd's A.C.P.

and M.C. 9:27 C.L.
Oil Engines

Ally



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Lloyd's Register Foundation

W475-0185'2/2

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 the Plans should be embodied.)

Starboard side. Shellplates B8, B9, B10, B11, C6, & C9 removed, faired & refitted.
" " A9, A10, A11, A12, A13, B12, C5, C7, C8, D9, & D10 faired in place.
36 frames in way faired in place & lined as necessary.

Shell landings & butts in way recaulked, cement fillets in way of D.B. tanks removed as necessary. Nos 3, 4, & 5 D.B. tanks tested & found satisfactory. Limbers over bilges lifted as required and replaced. Bottom coated after repairs completed.

One length of bulge keel on port side removed, faired & refitted, & keel bar in way faired in, & caulking in way made good.

The arrangements as shown on the pumping plan with a view to carrying latex have all been fitted, and in addition to the filling and discharge connection on the side plating, screw down valves are fitted in the peaks at peak suction. These valves can be operated from the upper deck, so that in the event of latex being carried, the valves can be closed to prevent the latex entering the suction pipes. Special airpipes are also fitted, and in addition steam heating pipes have been fitted from the machinery space to the after peak bulkhead and fore peak bulkhead respectively, and the ends are at present blank flanged. In the event of carrying latex a special pump will be provided, and all the requirements of the United States Rubber Plantation Inc. will be complied with.

The after main hold and lower tween decks are insulated for the carriage of Plans of Midship Section and Profile and Decks as built are enclosed also for forging certificates.

Approved plans (18 in No) are forwarded herewith:— Midship Section, Profile & Decks, H.T. Bulkheads, Deep Tank, Tanktop in Engine Room, Bedplate & holding down bolts, Rudder, Steamtraine, Strengthening in Double Bottom forward, Strengthening in way of Pillar feet, Pillar Seats (3), Pillar Heads, Cruiser Stern, Deep Tank Doors, Pumping Arrgt, & Pumping Arrgt in Machinery Space (London copy). Please return the foregoing plans for dealing with the sister vessel building.

The sister vessels now built are "Silverash" Report No 29312, "Silverbeech" Report No 29458, "Silverguava" Report No 29458, "Silverbelle" Report No 29466.

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

1st Bower	40-1-4	D.D.W.	6999	31-3-27.
2nd "	40-2-8	D.D.W.	6991	24-3-27.
3rd "	34-1-0	D.D.W.	7001	6-4-27

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., B.Q.D. — ft., Bridge — ft., Forecastle 46.25 ft. on Shell Deck (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) 2nd dk (stl) 3rd dk (stl) in holds
Cruiser Stern

Official No. 149892 ; Signal Letters

particulars of composition portland cement fillets only on bottom shell. Is bottom of Vessel coated with cement if not

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	110	302	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		244
Double bottom, if under Engines only,	58	360	Deep tank, aft,		328
Double bottom, if under Boilers only,			Deep tank, forward,	26.3	1112
Double bottom, forward,	193	754	Other tanks, if fitted,	26.3	1126
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. 5610

Date 11.3.26.

Dates of Surveys held while building

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

Lloyd's Register
Foundation
Dated
(830) (334)