

STEEL ~~STEAMER~~ MOTORSHIP.

26 JUN 1930

Received at London Office

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 June 1930*Port of *Belfast*No. *10401*Survey held at *Belfast*Date First Survey *21st June 1929*Last Survey *16th June*

1930.

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 455*Launched *18th Feb'y 1930* Yard No. *882*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.)2nd Numeral L x (B + D) *= 45613.75*

Residence

REGISTERED DIMENSIONS.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *17.21*Length *456.3*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.375*Port of Registry *London*Breadth *62.00*

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock *Yes*Depth *25.60*Draught Moulded *26.75*

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	32				Bracket Floors, Frame	9	3½	42	
" " from ½ length to Collision bulkhead	27				" " Reversed Frame	8½	3	42	
" " in peaks	24				" " Vertical Struts	8½	3	42	
SIDE FRAMING. <i>in Motor Room</i> [12" x 4" x 61W					Centre Girder, depth and thickness amidships	45		62	
Frame Amidships, <i>Forward</i> [9" x 3½" x 50W					" " top Angles	3½	3½	56	
" " <i>Aft</i> [8" x 3½" x 50W					" " bottom Angles	5	5	65	
" " Extends up to <i>Third Deck forward</i>					Side Girders, No. each side and thickness	<i>Two</i>		44	
Reversed Frame Amidships, Angle <i>4" x 4" x 48</i> <i>abft 4" x 3½" x 50</i>					Margin Plate depth (excl. of flange) and thickness	38		56	
" " <i>on after frames in No. 1 Hold 61F 67BF</i>					" " Vertical Angle to Tank side	6	6	48	
" " Extends up to <i>Third Deck</i>					" " Bracket abaft ½ len. from stem	6	6	48	
Depth of Framing Girder	9" x 8"				" " Vertical Angle to Tank side	6	6	48	
Frames in Uppermost Continuous 'tween Decks [6 3½ 40 <i>abft Amidships</i>					" " Bracket forward ½ len. from stem	6	6	48	
" " <i>Second 'tween Decks</i> [7 3½ 54 <i>Forward</i>					" " Gussets, spacing and scantling	18" x 44		continuous	
" " <i>Third 'tween Decks</i> [8 3½ 50 <i>in No. 1 'tween Decks</i>					" " Gussets, spacing and scantling	18" x 44		continuous	
" " <i>Third 'tween Decks</i> [15" x 2" x 3" <i>in way of 8 frames</i>					Tank Side Brackets, height above base line at toe of Frame and thickness	7½		48	
Framing in Peaks [8 3½ 36					INNER BOTTOM PLATING.				
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" 5¼"				Breadth and thickness of Middle Line Strake	55		56	
State if Frame Joggled	<i>Yes</i>				Thickness of remainder in Holds	47		42	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars <i>Deep Framing 9" x 52 3½" x 54 Chan with 4" x 4" x 48 Rev Bar on alternate frames and two side stringers 42 and with 6" x 3½" x 44 face bar</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>motor</i>			
STRENGTHENING OF BOTTOM FORWARD. State Particulars <i>Frames doubled forward of 3/52 Rivets closed up to 5½ dia B.C.D bottom shakes midships Thickness to collision bulkhead Additional intercostals forward</i>					BEAMS.				
SINGLE BOTTOM.					Uppermost Continuous Deck, amidships	7" x 3½" x 3½"		42W 50F	
Floors, 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	32			
Middle Line Keelson, on Floors, Angles, [or [Second Deck, amidships, Angle, [or [8" x 3½" x 3½"		56W 52F	
" " Through Plate or Intercostal Plate					Spacing	32			
" " Foundation Plate on Floors					Third Deck, amidships, Angle, [or [8" x 3½" x 3½"		56W 52F	
" " Flat Plate Keel Angles					<i>in No. 1 & 2 Holds</i>	32			
Side Keelsons, No. each side					Fourth Deck, amidships, Angle, [or [
" " thickness of Intercostal Plate					Spacing				
" " Angles					Peep Deck, Angle, [or [
DOUBLE BOTTOM.					Spacing				
Solid Floors, thickness and spacing	44 96"				Bridge Deck, Angle, [or [
" " Are Frame and Reversed Frame joggled?	<i>Frames only</i>				Spacing				
Bracket Floors, breadth and thickness at middle line	36 44				Forecastle Deck, Angle, [or [7½ 3½ 46		10" x 3½" x 52W 54 48	
" " breadth and thickness at margin plate	36 44				Spacing	27" x 24"			

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.....	Two			Stringer Plate, breadth and thickness in way of Bridge <i>Motor Room</i>	50½	60	
<i>wide spaced pillars and girders as per approved plan</i>				Thickness of Plating abreast Deck openings in way of Wells.....		40	
in 'tween Decks, Size and Spacing.....	4 to 4½ sp 18 to 28 feet.			Thickness of Plating abreast Deck openings in way of Bridge <i>Motor Room</i>		42	
" " " " "	11x50 to 13x54 sp 20 to 26 ft.			Thickness of Plating within line of openings...		58	
in Holda <i>aft</i> " "	13x50 to 14½x56 sp 18 to 26 ft.			If Sheathed, material and thickness		35	
" " <i>Ford</i> " "	15x54 to 20x66 sp 22 to 26 ft.			Third Deck.			
Centre Line Bulkhead.				Stringer Plate, breadth and thickness.....	50½	39	
Stiffeners and Spacing.....				If Plated, state thickness.....		35	
Plating, thickness of				Fourth Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness.....			
Uppermost Continuous Deck.				If Plated, state thickness			
Stringer Plate, breadth and thickness in Wells <i>Third Deck</i>	64½	70		Peep Deck.			
" " " " in way of Bridge		68		Stringer Plate, breadth and thickness.....			
" Angle in Wells	6	6	68	Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Wells		60	(w/plyns)	Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge <i>Motor Room</i>		66		Stringer Plate, breadth and thickness.....			
Thickness of Plating within line of openings...	42 to 36			Plating, Sheathing, material and thickness			
If Sheathed, material and thickness				Forecastle Deck.			
Second Deck.				Stringer Plate, breadth and thickness.....	36	38	
Stringer Plate, breadth and thickness in Wells...	50½	45		Plating, Sheathing, material and thickness	36	sheathed with 3" P.Pine	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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.								
FLAT PLATE KEEL	54	.84	.78	.76		Double	1	4"	4	1"	3 3/4"	Lapped
" DBLG. (if any)						-	7/8	3 1/2"	4	7/8	3 1/2"	-
BOTTOM PLATING, No. of Strakes 4.....		.66	3-.66	.56-.54		-	-	-	-	-	-	-
BILGE PLATING, No. of Strakes 1.....		.66	.52	.60		-	-	-	-	-	-	-
SIDE PLATING, No. of Strakes 4.....		.64	.48	1-.50 3-.48		-	-	-	3	7/8	3 1/8"	-
UPPER DECK, Sheer-strake in Wells.....	72	.74	.48	.48		-	1	4"	4	1"	4"	-
UPPER DECK, Sheer-strake in Bridge ...						-	7/8	3 1/2"	4	7/8	3 1/2"	-
STRAKE BELOW Sheer-strake in Wells.....		.69	.48	.48								
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING												
BRIDGE SIDE PLATING ...												
FORECASTLE SIDE PLATING			.44			Single	3/4"	3"	1	3/4	2 7/8"	Lapped

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	

	Plating Thickness.	STIFFENERS.	
		VERTICAL.	HORIZONTAL.
		Scantlings, Spacing.	Scantlings, Spacing.
MIDSHIP BULKH'D, <i>Collision</i> Upper tween decks	28	6" 3" 34" B 24	✓
" " Second "	26	6" 3" 34" A 20	✓
" " Third <i>Hold aft</i>	40-26	8" 3 1/2" 3 1/2" 4" W 52 F 30	✓
" " Holds <i>Fore</i>	40-28	10" 3 1/2" 3 1/2" 4" W 50 F 30	✓
COLLISION " (in Hold)	42-30	10" 3 1/2" 50 B 24	3 Semi Box Bm
AFTER PEAK " "	50-30	7" 3" 50 B 24	1 Semi Box Bm

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	Rolled Bar	$10\frac{1}{2} \times 2\frac{7}{8}$	D. Colville	
STERN FRAME	<div> Propeller Post</div> <div> Rudder</div>	<div> Forging</div> <div> 9×4</div>	<div> Sunderland Forge</div> <div> </div>	<div> $10\frac{1}{2} \times 3\frac{3}{8}$</div> <div> </div>
RUDDER—A×D				
Speed of Vessel				
RUDDER mainpiece at head ...	Forging	$12\frac{1}{2}$	Head Darrington Forge	
" " heel ...		4"	Main Piece W. Beardmore	
" " how constructed			Arms Sunderland Forge.	
" double coupling plate				
" coupling, vertical or horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Plates & Bars D. Colville & Sons Ltd.

Has the Steel been tested as required by the Rules? *Yes*

Lloyd's Register
Foundation

EQUIPMENT No. 47016										LETTER <i>A</i>	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.			
91395	1st Bower	23	2	21	54	0	3	60	10	0	8 1/2	Hingley & Sons Ltd	23/12/29 Green
91396	2nd "	70	2	0	49	1	11	57	17	2	8 1/4	"	"
91418	3rd "	40	3	7	45	3	5	54	5	0	6 9/16	"	"
	Collective weight.	233	0	0							23 1/2		24/12/29
91377	Stream	23	3	6	6	0	15	13	15	2	14	Ordinary	R. Hingley & Sons Rotherham 12/12/29 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.	Ins.		Length.	Ins.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
85708	150	2 1/2	11-10-29	157-0-0	147-0-1-20			940	300	2 1/2	Stud	H. Hingley & Sons Ltd Rotherham	23/12/29	TOWLINE...	130	6"	114	130	6	
85685	150	2 1/2	11-10-29	157-0-0	147-0-0-22				/		-	-	-	11/12/29	HAWSERS & WARPS	100	2 3/4	15-5	100	3"
	300						940 2 1/2						H. Green		2 coils	3"	18	100	3 3/4	
		Or.								Or.					90			100	2 3/4	
Iron Stream Chain or Steel Wire	120	5/8	30						120	5/8	Stud Wire	H. Hingley & Sons Ltd Rotherham			2 coils	2 3/4	15-5	100	2 3/4	
Makers Certificates examined																				

Steering Gear, Steam *Harland & Wolff* *Electric Hydraulic* Steering Gear, Hand *Double Motors 4 Rams*
Boats *2016-6 Steel 2 at 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 Batten)*, thickness, material and spacing *9-12" 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 *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

Chas. Payne

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, in deep tanks* 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 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 coffer 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 pumps and watertight doors tested under working conditions and found good. The assigned freeboards have been verified and cut in on the vessel's 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 aft 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,
Special Survey Fee.... £ 369 : 5 : 0 *20th June 1930*
Freeboard 10 : 0 : 0 Received by me,
Travelling Expenses, if any £ : : *14.7.1930*

I am of opinion the Vessel should be Classed *+100A1 with freeboard*
carrying oil fuel F.P. 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 *16/7/30*

Committee's Minute

FRI. 4 JUL 1930

Character assigned

+100A1 with fbd.
Carryg. oil fuel F.P. above 150°F in deep tanks

Lloyd's A.T.C.P.

+ L.M.C. 6.30 C.L.
Oil Eng.

Write G.P.
G.P. on 4/7/30

Oil (upper) 100 lb.
Oil 150 lb.

WS 16-0335 2/2

© 2019

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.)

The approved sketches of Midship Section Profile & Deck Plans and Pumping Arrangement are enclosed herewith please return same to this office for reference in dealing with the sister vessels. Verified copies of the remaining plans are filed in the London Office.
Seven forging and casting reports enclosed herewith.

234.51
16

See sketch anchors

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

1st Bower	44-0-9 KH N ^o 7221 12 th Nov. 1929
2nd "	40-0-7 KH N ^o 7050 15 th October 1929
3rd "	37-1-11 MB N ^o 7258 2 nd 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) 1st Dk (SH) & Shelter Dk (SH) 3rd Dk (SH) in foreholds

Official No. 161436 ; Signal Letters

Is bottom of Vessel coated with cement *not cement* if not give

particulars of composition *cement fillets in double bottom tanks bitumastic in bilges*

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 B.D.,	56	151 WB	After peak tank,		472
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tanks forward, 24' 9 1/2"	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. 814

Date 26th June 1929

Dates of Surveys held while building

1929 June 29, 28 July 3, 6, 9, 22, 23, 25, 31 Aug 2, 7, 13, 20, 23, 24, 29 Sept 2, 9, 12, 16, 19, 25, 27 Oct 4, 10, 14, 17, 21, 25, 27 Nov 1, 7, 13, 15, 19, 20, 25, 28 Dec 3, 4, 5, 10, 13, 17, 30 Jan 1, 6, 13, 14, 20, 22 Feb 24, 27, 28, 29, 30, 31 Feb 3, 4, 6, 10, 11, 12, 14, 15, 17, 18, 20, 28 Mar 5, 11, 28 Apr 4, 10 May 22 June 5, 6, 13, 16

Total No. of Visits 79