

Received London
24. MAY 1965

Ship's Name **SS/MS "SILVER BAY"** Port of Registry **Monrovia** Port **Kobe**
Gross tons **11218**
Date of build **4-1965** Is there a rpt. 8? **Yes** Rpt. No. **14174**
No. of visits **10** First date **22-3-65** Last date **6-4-65**
Interim Cert. issued & copy herewith? **Yes** Damage rpt. issued & copy herewith? **No** Last rpt. (H.Q. only)
Date of completing rpt. **B1-116743**
Is a rpt. 9B attached? **Yes** Surveyed at, if different from Port above **Tamano**
MN 1232 Nature of survey **CSM, ABS, TS(CL)**

Survey fees **£ 120-0-0** Damage fee **-** Expenses **£ 18-11-0**
CSM **28-0-0**
ABS **14-0-0**
TS **60-0-0**
WFT Rep. **60-0-0** S.A. fee **£ 6-0-0**

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

Trans. beam

1 Cyls., ~~covers~~ pistons & rods No.3 Good
2 Valves & gears No.3 Good
3 Con. rods, cross-heads, bearings & guides centre Nos.1,4,5 Good Side Nos.2,3,4,5 Good
4 Crankpins & bearings centre No.5 Good Side Nos.2,3,4,5 Good
5 Journals & bearings Nos.1,2,3,4,5,6 & 7 **Good**

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods 7 Con. rods, cross-heads & bearings
8 Crankpins & bearings 9 Journals & bearings
10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers, pistons & rods Good 12 Con. rods, cross-heads & bearings
13 Crankpins & bearings 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors, blading, bearings, & thrusts 15 Levers
17 Reduction gearing
18 Scavenge blowers 19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of CSM (with date) on completion, ABS 3,65 and TS(CL) 3,65 subject to the ballast pump water end valve chest and the water box of the aux. condenser being renewed by the end of March, 1966 and also to any outstanding conditions of class being dealt with as previously recommended.

All or complete Special Surveys those items which are not applicable to ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Considered that re-examination or repairs should be made before that date a distinguishing mark thus should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

M. Manson & K. Tabuchi
Surveyors to Lloyd's Register of Shipping
P. Manson & K. Tabuchi

Date of Committee

TUESDAY 22 JUN 1965

Minute

As now, subject
ABS 3.65
TS 3.65



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20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings	Good	
22	Steam compressors	23	Intermediate shafts & bearings	Nos. 1 & 2 shafts Nos. 1, 2, 3 Bearings	Good
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)	(tested) †	
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	Good	32 Detuner or vibration damper
33	Main engine driven pumps				

State Port P. or Starboard S.

34 Crankcase doors & explosion relief devices **Good** 35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle) **Yes, Good**

36 Essential independent pumps Sea water cooling for aux. engine (P.S.), Port & Starb'd Fuel oil transfer, Stb'd fuel valve cooling, Steam driven lub. oil (S.S.), Forward & after feed (P.S.), Motor driven main sea water cooling (S.S.) Steam driven main sea water cooling (S.S.), Fuel oil priming (S.S.), All good. Ballast (P.S.) †

37 Bilge, ballast & oil fuel suction lines, fittings & controls 38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

39	Fresh water coolers	(Tested) Good	40	Lub. oil coolers
41	Heaters (state service)	Feed Good	42	Feed water filters
43	Auxiliary air receivers & safety devices		44	Starting air pipes
45	Main air receivers & safety devices	Stb'd forward Good		
46	Independent air compressors coolers & safety devices	Stb'd forward Good		

Identify by position

47	Oil fuel tanks (not forming part of the hull structure)		49	Evaporators HP & LP	Good	50	Distillers	Good
48	Have all evaporators safety valves been tested under steam?		52	Steering machinery	P&S Good	53	Windlass	Good
51	Fire extinguishing arrangements							

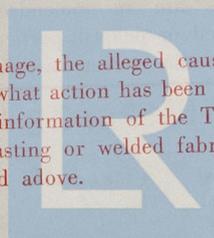
AUXILIARY ENGINES Steam engine driving aux. generator (P.S.)
Steam engine driving main sea water cooling pump (S.S.)
Steam engines driving steering pressure pumps, Port & Stb'd
Steam engine driving stb'd forward air compressor,
All Good.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

The following were examined as CSM:
Cam shaft driving gears.
Front & back cam shafts.

Cont'd.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.



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Ship's Name ~~SS~~/MS "SILVER BAY"

Port Kobe

Rpt. No. 14174

Wear & Tear Repairs:-

On examination of the crankcase and checking of the main bearing wear-down readings Nos.2,3 and 6 bearings were found excessively worn, and No.4 bearing whitemetal wiped. The number 2,3,4 and 6 main bearings remetalled, and crankshaft alignment subsequently checked using pilgrim alignment gear and subsequently proved satisfactory. Main thrust collar clearances adjusted at this time as found $\frac{41.4}{1000}$ and now adjusted to $\frac{28}{1000}$.

The No.1 centre crosshead bearing was found wiped, and surface of crosshead scored. Crosshead removed and machined to good surface, bearing remetalled and the white re-assembled in good order.

No.2 forward side crankpin bearing whitemetal cracked and wiped, replaced with ships spare, OLD bearing re-metalled and placed on board as spare.

All bottom piston rods were removed at this time, at Owners request. The old rods were found to be corroded and some leaking in way of water passage. The new rods were found stamped as follows:

PLEASE SEE ATTACHED COPIES OF CERTIFICATES,

The Nos.3 and 4 upper piston heads worn now renewed with ships spare. The following stamp marks were found on the heads.

No.3 LLOYD'S SLD N9004 No.4 LLOYD'S SLD No.3988

The Nos.2 and 5 bottom piston heads worn now renewed from ships spares. Stamp marked as follows: LLOYD'S SLD Nos.3996 and 9005.

Front camshaft gear coupling renewed from ships spare. Three sets of ball races for camshaft chain drive bearings worn now renewed. Several lengths of piston cooling pipes in crankcase were renewed at this time, and five sets placed on board as spare.

A number of main engine holding down bolts re-tightened, and two broken bolts renewed.

Auxiliaries etc.

Main engine fresh water cooler four broken tubes plugged, and a number of tubes re-expanded, cooler subsequently re-tested and proved good.

Auxiliary Condenser

Twelve tubes leaking now plugged. Water box of auxiliary condenser found wasted, and temporary repaired using cardobond. The condenser was subsequently tested and proved good. It is submitted that the auxiliary condenser water box be renewed ~~be renewed~~ by the end of March 1966 being considered to remain efficient in the meantime.

Starboard forward air compressor end cover of the I.P. cooler broken now renewed.

Ballast pump suction valve chest found worn this chest is integral with the cylinder. Time did not allow for the renewal of this chest, and temporary repairs effected. The pump was subsequently tested and proved in good working order. The Owners have now placed an order with the pump Makers to supply a new chest. It is submitted that the ballast pump water end valve chest be renewed by the end of March 1966, being considered to remain efficient in the meantime.

Starboard forced draught fan motor shaft scored in way of bearing. Shaft now skimmed and bearing renewed. Commutator scored now skimmed and whole re-assembled and proved in food order.

Other minor repairs effected as required.

-cont'd-

Rpt. 9A (cont.)

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Condition of Class as per Special Reasons List No.233. M.E. No.1 unit (centre conn. rods and cooling pipes removed) to be repaired on arrival U.K. Port. This item has already been dealt with as per London cable No.377.

S.R.L. Appendix

M.E. No.4 cyl. jacket metalock repaired, examined at this time and found good.

TS(CL) was magna-flux tested at this time and proved good.

N.M.

PM:sk

