

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 5th Oct. 1929 When handed in to Lloyd's Office 9 OCT 1929 in Port of London

DISCLOSED
BOX No. 110

No. in Reg. Book 3430 Survey held at London Date, First Survey and Last Survey 2nd B'dm 1929 (No. of Visits one)

on the Machinery of the Wood, Iron or Steel Se. "SILVERGRAY"

Tonnage Gross 2412 Net 1318 Vessel built at Duluth, Minn. By whom McCoy & Duluth, S.B. When 1920 - 7

Engines made at do. By whom do. When 1920

No. of Main Boilers 2 Boilers, when made (Main) 1920 (Donkey) -

No. of Donkey Boilers 1 Owners The Lucia Rubber & Telegraph Works Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 190 Managers - Port London Voyage -

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years designed to last.	Machinery and Boiler Surveys (including date of M.B. if any)
+100 A1 9.28.		+LMC
SS Len. No. 2 - 28.		MS 8.28.
		BS 10.28.
		TS (CL) 8.28.
		Fitted for oil fuel 7.20
		F.P. above 150° F.

Last Report No. 93200 Port Lon.

Particulars of Examination and Repairs (if any) B.S.

(Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? -

Was a damage report made by anyone else? If so, by whom? -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do " Donkey " " " " " " " Yes

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? -

Has screw shaft now been drawn and examined? - Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? - If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. -

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the survey the main boiler safety valves require to be adjusted. The vessel is at present laying up at Silvertown, but it is stated the survey will be completed before vessel re-commissioning.

Work done: - Both main boilers examined internally & externally, together with their mountings; and all found or placed in good condition. Minor repairs to mountings effected.

General Observations, Opinion, and Recommendation: -

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.11, B.S. 11, or L.M.C. 9.11, 140 lb., F.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as classed with last record of B.S. 10.29 on completion of survey.

Survey Fee (per Section 28) £ 3 0 0 Fees applied for 9.001 1929

Special Damage or Repair Fee (if any) £ -

Travelling expenses (if chargeable) £ -

Received by me, L. Young 9.11.29

Committee's Minute FRI. 18 OCT 1929

Assigned As now

Approved for L. Young

Engineer Surveyor to Lloyd's Register of Shipping

FRI. 24 OCT 1929

Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

A Certificate required. If so, to be sent to

W1264-0010

B.S. due 10.29. Party held

Need laid up. To be completed before next in Commissioned

It is submitted that this vessel WILL BE eligible for the record B.S. 10.29 on completion.

HR

14 10 29

TUE. 12 APR 1932

Approved
W.H.

MAY 1931
Deposed

N.B.—If this Report is copied by copying Press, attention must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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