

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Feb 3 1936 When handed in at Local Office Feb 3 1936 Port of Vancouver B.C.

No. in Reg. Book 33789 Survey held at Vancouver Date, First Survey Jan 24 Last Survey Feb 2 1936

on the Steel M.V. SILVERAY

TONNAGE:— Built at Sunderland By whom J. L. Thompson Sons & Co When 1925 7

GROSS 4535 Owners Silver Line Co

UNDER DE. 4012 Managers Stanley & John Thompson Co Owners' Address (if not already recorded in Appendix to Register Book).

NET 2626 Port belonging to London

Surveyed Afloat or in Dry Dock? A. A. Name of Dock Burns Destined Voyage India

Cell/D/Bor/D/Ba feet; uE&B feet; f feet capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Report, No. 2132 Port High Man

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

Where 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 to whom and why they were declined

Report attached

Was a damage report made by anyone else? If so, by whom? Sal. Asse. London.

AIR, OR EXAMINATION AS PER RULE, FOR Damage State due to heavy weather - New York to Capetown - Aug 1 Sep 1935.
to Cebu to San Pedro - Nov & Dec 1935 and Jan 1936. - also fire damage. Aug 20. 1936.

Vessel placed on dry dock - Bottom & rudder - cleaned. Examined & coated. Cables ranged 270 fathoms 276 fms
4 Anchors.

Damage A. Forepeak - 2 brackets to Bulwark S. Side - removed and replaced. Rivets to brackets p.s. changed.
Iron tested & proven tight.

Shell plating holed. Fractures discovered in F3 fore & starboard, immediately aft of Collision bulkhead.

Fractures seen on 4 bulkheads - Doubling plates fitted on F3 fore & starboard. 12-6 long & full width of plate (width plate) extending from after bulk to 2-6 forward of Collision bulkhead.

Several rivets in keel plates changed. Cement chains in holed bulk removed when broken.

MATERIAL OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	2.							<u>Doublets fitted on F3 fore & starboard</u>
Removed and Fair'd or Repaired								<u>also for 15 feet on A. Side p.s. under</u>
Fair'd or Repaired in place								<u>No 4 double bottom</u>

PRESENT CONDITION OF THE

Condition of Decks	Good	State if Tanks have been examined inside	3.4.5.6.7.8.9.10.11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.63.64.65.66.67.68.69.70.71.72.73.74.75.76.77.78.79.80.81.82.83.84.85.86.87.88.89.90.91.92.93.94.95.96.97.98.99.100.	Dblg. Plates under Sounding Pipes	44.	Copper, or Y.M. of Wood Vessels	(State if on Fels)	Year	
ings	Good	State if Tanks now tested	3.4.5.6.7.8.9.10.11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.63.64.65.66.67.68.69.70.71.72.73.74.75.76.77.78.79.80.81.82.83.84.85.86.87.88.89.90.91.92.93.94.95.96.97.98.99.100.	Engine Room Skylights	Good	Boats	(State if on Fels)	Year	
s & Fastenings	Good	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	Good	Masts, Yards, &c.	(State if on Fels)	Year	
de Plating	Good	Ceiling	Good	Scuppers	Good	Condition, how ascertained	(State if wedges removed)		
thooks	Good	Cement or Asphalt	Good	Cargo Hatchways	Good	(State if wedges removed)			
oms	Good	Rudder	Good	Hatches	Good	Sails	Good		
ies	Good	Steering gear and its connections	Good	Planking of Wood Vessels	Good	Equipment letter	27		
ree Frames	Good	Windlass	Good	Caulking	Good	Anchors, No. of	4		
itudinals	Good	Have Pumps now been examined and found efficient?	Good	Treenails	Good	Cables (State if now ranged)			
verses	Good	Have Sluice Valves now been examined and found efficient?	Good	Breasthooks & Stemson	Good	length	270	size	276
rs	Good	Have Watertight Doors now been examined and found efficient?	Good	Transoms, Pointers, & Grutches	Good	Rule length	270	size	276
sons	Good	Have Ventilators and their Coamings been examined and found efficient?	Good	Timbers of Frame at openings	Good	Hawser & Warps	Good		
gers	Good		Good	Ditto Ditto at other places	Good	Standing and Running Rigging	Good		
r Bottom Plating	Good		Good	Stringers, Clamps & Shells	Good				
	Good		Good	Salting	Good				

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in my opinion to remain as classed with fresh record of Survey
1.36. and notation S.S. with date when the Survey has been completed.

The references in S.R. to indented plating may be eliminated.

Survey Fee (per Section 20)	£	70	00	Fees applied for,	Feb 3 1936
ial Damage or Repair Fee (if any)	£	160	00	Received by me,	19
elling Expenses (if chargeable)	£	8	00		
nd Surveyor's Fee (if any)	£				

TUE. 10 MAR 1936

Committee's Minute

Character Assigned

Phone to M. Sullivan

Surveyor to Lloyd's Register of Shipping.

FRI. 16 OCT 1935

TUE. 26 MAY 1936

FRI. 5 JUN 1936

FRI. 10 JUL 1936

FRI. 31 JUL 1936

TUE. 1 DEC

FRI. 15 JAN 1937

FRI. 5 MAR 1937

FRI. 28 MAY 1937

Made in England

M. F. SILVERAY

Ceiling over No 3 Double Bottom lifted - No 3 Double Bottom tank Examined internally, and oil tight floor between No 3 & 4 Tanks Caulked & made tight.

No 3 Double Bottom tested

No 4 Double Bottom tank Ceiling lifted - Double Bottom tank tested.

Rivets in T. T. Caulked as necessary & Cement Chocks renewed where broken.

Approx 54 rivets renewed in Shell plating p. Side and 16 on Star Side.

as 140 rivets in intercostals to shell clips.

A Strike p & S showing signs of heavy working & transverse fractures at butt.

4 butts (2 each side) cut across where fractured - and internal butt strips now fitted. Doubling plates fitted for approx 65 feet on each side.

(See attached blue print). Tank Examined internally.

Tank tested on completion of repairs.

No 5 Double Bottom Tank p & S. Examined internally & tested.

Approx 98 rivets in Shell Caulked. also 50 in T. T.

Deep tank - Angle to after bulkhead welded in deep tank p. S.

Note. Manhole cut in Shell in tray of No 5 Double Bottom p. S. for cleaning of tank, and afterwards closed by riveted spigot plate.

No 6. Double Bottom tank (in tray of engine room) - Rivets Caulked as necessary. Holding down bolts made tight, and tank Examined internally & tested.

No 7. Double Bottom - Ceiling removed. Tank Examined internally & tested

After peak. Examined internally & tested.

New oiler plates fitted p & Star Side.

Rudder. Lifted. Lower pintle refitted. & new lignum vitae bushings fitted. Several arm rivets renewed.

Minor repairs to midlass motor - motor for No 1 port motor & heater pipes.

S. R. Indentia plating S. S. now Examined - This is of no importance, and does not affect the efficiency of the vessel. The owners request that this be eliminated.

Fire damage. Blue wiring renewed from box in pantry to lamp locker. Bridge deck planking Caulked.

To Complete S. S. No 1 & 2 Double Bottom tanks to Examine & test.

All other work in holds - Engine space, and accommodations to Examine.

Masts. Rigging. Coamings - Vent. air sounding pipes. midlass & Steering gear deck. Coamings. Vents of Scupper to Examine. Main light door to Examine.

also pumping arrangements. (Note. Vessel will be again drydocked &

Cables & rigging before completion of Survey.) done at this time

The forward & after deep tanks to be examined. Also

Plating in way of end bulkheads

Foreboard

? chain locker

anchors



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Lloyd's Register
Foundation

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