

LLOYD'S REGISTER OF SHIPPING

PORT Vancouver, B. C.

February 1st, 1936

COPY

THIS IS TO CERTIFY that

A. SCOTT

the undersigned Surveyor to this Society did at the request of Captain T. A. Ensor, Owner's Representative, survey the M.V. "SILVERAY" 4535 tons gross of London, for the purpose of ascertaining the nature and extent of damage stated to have been sustained -

- (a) By reason of heavy weather while on a voyage from New York to Capetown in August and September, 1935, also Cebu to San Pedro in November and December, 1935 and January, 1936.
- (b) By fire on January 20th, 1936, while on a voyage from San Francisco to Vancouver.

For further particulars see vessel's official log books (copy of extracts attached).

On January 24th, 1936, while the vessel was lying afloat at the Ballantyne Pier, Vancouver, and on January 25th, 1936 and subsequent dates, while on dry dock at the Burrard Dry Dock Co. Ltd., North Vancouver, B. C., the undersigned in company with Captain T. A. Ensor, and Mr. T. C. Warkman, Salvage Association, London, upon examination,

FOUND:

RECOMMENDED:



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W219-0037(118)

"SILVERAY".

FOUND:

RECOMMENDED:

DAMAGE (a)

FORE PEAK TANK.

Bulkhead leaking.

Two horizontal brackets at stringer levels on starboard side loose and riveting of angles to bulkhead shaken. Slight leaks at brackets on port side. Several rivets in Nos. 1 and 2 keel plates started.

Two horizontal brackets on starboard side to be cut adrift. Bulkhead angles to be refitted and all reriveted and caulked as before. Riveting and caulking of brackets and angles on port side to be hardened up. Disturbed rivets in Nos. 1 and 2 keel plates to be hardened up or electric welded. Fore peak tank to be retested on completion of repairs and proven tight.

SHELL PLATING IN WAY OF NO.1 HOLD.

Plates F. No.3 (inside plate) on port and starboard sides found to be fractured in way of horizontal brackets at stringer level.

Fractures to be veed out and welded. An efficient doubling plate 12'6" x 5'6" x 7/16" to be fitted over the fractured plating and to extend from the after butt to a point about 2'6" forward of the collision bulkhead on port and starboard sides.

NO.1 HOLD.

Cement chocks at bilge ceiling broken.

Bilge ceiling to be lifted and the Palm Oil cargo which has leaked from the fore peak tank to be removed. Ceiling to be relaid and broken cement chocks renewed.

NO.4 DOUBLE BOTTOM TANK:

No.4 double bottom tank reported leaking from sea.

A number of rivets in shell found to be leaking.

To be filled for testing.

Defective rivets to be renewed.

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"SILVERAY".

A. Strake plating on port and starboard sides in way of No. 4 double bottom tank showing indications of severe working over 24 frame spaces, and the shell plating fractured transversely at the butts.

Two lapped butts on each side to be dispensed with, the shell plating faired to bring same in line and an internal treble riveted butt strap to be fitted.

The whole of A. strake, port and starboard, in way of this damage to be doubled for a length of approximately 60 feet.

No.4 double bottom tank top leaking.

Ceiling to be entirely removed and defective riveting and seams to be renewed or made tight and tank retested.

No.4 double bottom tank to be examined internally and any defective riveting to be made good.

Broken cement checks at bilge ceiling to be made good.

No.4 deep tank leaking.

To be tested, riveting and seams to be caulked as necessary.

NO.5 DOUBLE BOTTOM TANK:

To be tested and leaking seams and rivets in tank top to be caulked and made good.

Cargo coccoanut oil which has leaked from the deep tank to the double bottom to be removed.

NOS. 6 and 7 DOUBLE BOTTOM TANKS.

To be tested and tank tops made tight.

AFTER PEAK TANK.

Leaking.

Outer plates to be veed out and welded and riveting and seams in way of shell and after peak bulkhead to be caulked or welded. Tank to be afterwards tested and proven tight.

"SILVERAY"

COPY

RUDDER

Lower pintle loose  
and lignum vitae  
bushes badly shaken.

Rudder to be lifted,  
lower pintle to be re-  
fitted and nut  
hardened up and  
secured.  
Four new lignum vitae  
bushings to be  
supplied and fitted.  
Several defective  
rivets in rudder arms  
to be renewed.

WINDLASS.

Electric motor damaged  
by water.

Motor to be opened up,  
tested for grounds  
and repaired as found  
necessary.

NO.1 PORT WINCH.

Electric motor damaged  
by sea water.

Hinged port in winch  
base to be overhauled  
and refitted.  
Broken studs to be  
renewed in cover joints.  
Motor to be opened up  
and rotor removed for  
testing.  
Damaged coils to be re-  
wired as found necessary.

HEATER LINES.

Distorted and leaking.

Heater lines on deck  
to be faired and  
properly secured.  
Pipes where broken to  
be repaired.  
Heater coils in fore  
peak to be tested and  
leakages made good.

Lubricating oil storage  
tank in engine room  
leaking.

Tank on top platform  
port side, to be repaired,  
made tight and re-secured.

Main engine water jacket  
pump -  
Plunger broken and liner  
scored.

A new plunger of  
similar material to the  
old one to be supplied  
and fitted, also new  
bronze liner to barrel.

CONDENSER.

Leaking.

Condenser to be opened up,  
tested, defective tubes and  
ferrules made good and  
closed up in working  
condition.

W217-0037(4/8)

COPY

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"SILVERAY".

Copper pipe for air starting valve cooling water, No.3 cylinder, fractured.

To be repaired.

Copper pipe to main engine lubricating oil pump broken.

To be renewed.

Copper pipe from lubricator to small compressor broken.

To be renewed.

One steam and one exhaust pipe for donkey boiler fuel oil pump fractured at flange.

To be repaired.

One copper coil for valve water cooling broken.

To be renewed.

NO.1 GENERATOR (Port Inboard)

Flywheel showing signs of movement on shaft. Crankshaft out of truth and metal in main bearings badly broken.

Generator to be dismantled, crankshaft taken to shop, placed in lathe and all bearings to be trued up.

All four main bearings to be remetaled, machined and crankshaft rebbed in place and wear down gauge checked.

Flywheel to be properly secured in place by fitting an additional key. The whole engine to be re-assembled and tested under working conditions.

MAIN ENGINE - No.2 Main Bearing.

No.2 main bearing out of truth and metal broken.

The No.2 main bearing to be lifted, remetaled and raised approximately 32 thousandths.

DAMAGE (b)

Electric wiring burned out on starboard side of midship house and underneath starboard side of lower bridge deck.

Electric wiring on starboard side to be renewed entirely with connections and fixtures, including repairs to three heaters, from junction box in pantry to lamp locker.

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COPY

-6-

"SILVERAY".

15 short deck planks on lower bridge to be caulked and made tight and under side to be painted as before.

Specifications covering the above recommendations were drawn up (copy attached).

In carrying out the above repairs, leakage was discovered in the oil tight floor between No.3 and No.4 double bottom tanks, necessitating transferring the oil from No.3 tank to No.7 tank, and steaming and cleaning as required No.3 tank for access to the oil tight floor.

A number of loose internal rivets were found in No.4 double bottom tank, principally in the lower fastenings of the intercostals to shell angles.

In order to facilitate the removal of cocconut oil which had leaked into No.5 port double bottom, a suitable manhole was cut in the shell plating, and this was afterwards closed by means of a riveted spigot plate and electrically welded.

RIVETING.

Forward Keel Plates - 25 rivets caulked.  
20 feet of seam caulked.

No.3 Double Bottom Tank - 24 rivets renewed in boundary angle of oil tight floor between Nos. 3 and 4 tanks.

No.4 double bottom tank - Port side - 54 rivets renewed in shell, 85 rivets caulked.  
25 feet of seam caulked.  
Stbd.Side - 16 rivets renewed in shell, 79 rivets caulked.  
18 feet of seam caulked.

Tank top rivets caulked - 65  
Seams caulked - 30 feet.

Rivets renewed in intercostals No.4 tank, P. S. 67  
S. S. 72

Two sounding pipes rejoined.

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"SILVERAY"

No.5 Double Bottom Tank -  
Rivets caulked in shell - P.S. 69  
S.S. 29

Rivets welded in shell - S. S. 2

No.5 tank top in way of deep tanks -  
Rivets caulked - P. S. 35  
S. S. 15

2 gusset brackets caulked in deep tank.

Shell seams caulked - P. S. 12 feet  
S. S. 5 feet

Angle to tank top at after bulkhead showing signs  
of movement and repaired by electric welding.

No.6 Double Bottom Tank - P.S. 14 rivets caulked.  
1 foot seam caulked.

S.S. 10 rivets caulked.

No.7 double bottom tank - P.S. 14 rivets welded.  
2 rivets caulked.

No.7 tank top - 3 margin clips caulked.

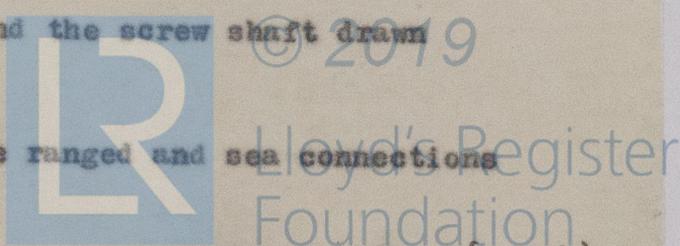
In carrying out the repairs to the windlass  
motor, the grid resistance was reinsulated and groundings  
corrected.

Electric repairs to No. 1 port winch motor -  
commutator cleaned up, the mica undercut, 3 series coils and  
one shunt coil rewound as necessary.

All the repairs and renewals necessary on  
account of these damages have now been satisfactorily carried  
out and tested.

While the vessel was on dry dock, the under-  
water body was cleaned and coated and the screw shaft drawn  
for examination.

The chain cables were ranged and sea connections



W 217 - 00 37 (718)

"SILVERAY"

examined for Owner's account.

A report has been forwarded to the  
Committee of Lloyd's Register of Shipping, London,  
recommending that the vessel be continued as  
previously classed, with fresh record of survey 1,36.

*Alcott*

SURVEYOR TO LLOYD'S REGISTER.



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