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M.V. "SILVERAY"

4535 tons gross.

SPECIFICATION FOR REPAIRS AND RENEWALS.

1. Vessel to be placed on dry dock on approved blocks, and maintained in good alignment during repairs.
2. Fore peak tank, Nos. 4, 5, 6 and 7 double bottom tanks, also after peak tank, to be filled for testing, and ceiling lifted as instructed and afterwards relaid in good condition.  
Cocconut oil in No.5 double bottom to be removed from tank and stored in ship's drums.
3. Several rivets in No.1 and 2 keel plates to be dealt with as necessary and made tight.
4. Fore peak bulkhead - 2 horizontal brackets on starboard side to be cut adrift, including angles. Bulkhead angles refitted or renewed and all refitted as before.  
Riveting of brackets on port side to be caulked.  
Fore peak tank to be retested and proven tight.
5. Bilge Ceiling in No.1 Hold, P. & S., to be lifted, palm oil in bilges to be removed and placed in ship's drums and bilge ceiling relaid.  
Cement chocks at bilge ceiling to be renewed where broken.
6. Ceiling in No.4 hold to be lifted for access to repairs to tank top and afterwards relaid. Broken cement chocks to be renewed.  
All slack and defective riveting and seams in tank top to be renewed or caulked, and tank to be retested and proven tight.



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7. After deep tank to be tested, after completion of repairs to double bottom under same, and caulked as necessary.
8. No.4 Double Bottom Tank; To be opened up, cleaned as necessary and all loose rivets internally and through shell to be renewed and seams caulked as necessary. Continuous doubling plates to be fitted over "A" strake, port and starboard, for an approximate length of 60 feet, with butts of doubling plates properly veed and welded. No.4 double bottom tank to be retested and proven tight.
9. Leaky rivets and seams in tank tops, 5, 6 and 7 to be overhauled and made good.
10. All rivets and seams in way of after peak, including bulkhead and port and starboard outer plates, to be overhauled - caulked or welded and made tight.
11. Rudder to be lifted for examination of pintles and bushes; several rivets in rudder arms to renew. Quote separate price for renewing pintles and bushes.
12. Windlass.  
Motor to be opened up, tested for grounds, repaired as necessary and left in good order.
13. No.1 Port Winch.  
Hinged port in winch base to be overhauled and rejointed. Motor to be opened up, rotor to be removed to shop, coils to be tested, and wiring renewed as found necessary. New studs to be fitted to cover joints where broken.
14. Heater Lines;  
Heater lines on deck, particularly in way of No.1, 2, 3 and

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4 hatches, to be tested, repaired and faired and properly secured in place.

Heaterpipes in fore peak tank to be tested, any leakages in same made good.

15. Engine Room: Separate tank on port side of engine room on top platform for lubricating oil storage to be repaired and made tight.
16. Main engine jacket water pump to have new stainless steel plunger supplied and fitted, also new bronze liner supplied and fitted to chamber.
17. Condenser to be opened up, tested and finally closed in good order.  
Quote separate price for any new tubes or ferrules required.
18. One copper pipe for air starting valve water cooling, No.3 cylinder, to be repaired.  
One copper pipe to main engine lubricating oil pump to be renewed.  
One copper pipe from lubricator to small compressor to be renewed.  
Two copper pipes (fuel pump, steam and exhaust) to be repaired.  
One copper coil for valve water cooling to be renewed.  
Main engine piston cooling pipes to be tested and repaired or renewed as necessary.
19. Generator  
No.1 ~~Generator~~ - (Port inboard)  
To be taken adrift, crank shaft to be placed in lathe.

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tested for truth, and bearing skimmed as necessary.  
All four main bearings to be remetaled (both halves)  
bored out, grooves cut and shaft to be bedded in  
place in good alignment.

The flywheel to be securely refitted to shaft with an  
additional key and flywheel bearings properly adjusted.  
The Generator to be reassembled and tested under  
running conditions.

20. No.2 main bearing to be taken adrift, bottom half removed  
for examination. Quote separate price for remetaling if  
required.

21. DAMAGE DUE TO FIRE:  
ELECTRIC WIRING.

All electric wiring on starboard side from junction box in  
pantry to lamp locker to be renewed and all connections  
and fixtures, including 3 heaters, repaired or renewed as  
may be found necessary, and finally tested out in good  
order.

15 deck planks on lower bridge to be caulked and made tight.  
Underneath side of deck in way of damage to be cleaned and  
coated as before.

Quote separate price for this item.

(Sgd) T. A. Ensor.  
OWNERS' REPRESENTATIVE.

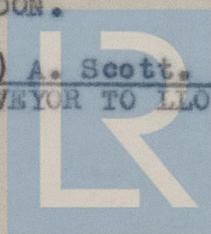
(Sgd) R.G. Tilmouth.  
MASTER

(Sgd) T. C. Warkman.  
SURVEYOR TO SALVAGE ASSOCIATION  
LONDON.

(Sgd) A. Scott.  
SURVEYOR TO LLOYD'S REGISTER.

BURRARD DRY DOCK CO.LTD.  
(SGD) C. Wallace.  
CONTRACTOR.

North Vancouver, B.C.  
January 25th, 1936.



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