

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 22nd JULY 1944 When handed in at Local Office 24 JUL 1944 Port of LIVERPOOL

No. in Survey held at LIVERPOOL Date. First Survey 7/7/44 Last Survey 19/7/1944
(No. of Visits 5)

on the Machinery of the Wood, Iron or Steel S/S SILVERLAUREL

Gross 6142 Vessel built at SUNDERLAND By whom J.L. THOMPSON & SONS, L.D. When 1939 3
Net 3814 Engines made at NEWCASTLE By whom WALLSEND S.L.P.H.Y.E. CO. L.D. When 1939

Nominal Horse Power 844 Boilers, when made (Main) 1939 (Donkey) 1939

of Main Boilers 2 WTB (SPC) Owners SILVER LINE L.D. Owners' Address LONDON

of Donkey Boilers 2 Managers STANLEY & JOHN THOMPSON, L.D. Port LONDON Voyage

Steam Pressure in Main Boilers 450 lbs. if Surveyed Afloat and in Dry Dock BOTH
(State name of Dock.) BROMBOROUGH & HERCULANEUM

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100.F.I.		+LMC. 3.39.
with freeboard.		B.S. 2.44.
9.43. LON.		T.S.(CL) 9.41.
Examined 2.44. LIV		Lloyds R.M.C. 4.43.

Particulars of Examination and Repairs (if any) AKG., T.S. & Machinery

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

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

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?

Donkey " " " "

Not state for what reasons NOT due What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler Present condition of funnel GOOD

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

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

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

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

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? YES Has it a continuous liner? YES Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? NO If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 18th JULY 1944 State the wear down in the stern bush Close fit Is electric light and power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NO

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Vessel placed in dry dock, propeller, screwshaft, sternbush, sea cocks & valves examined & found satisfactory.

Port generator engine examined over all parts & found in satisfactory order & condition.

Sundry minor repairs effected. Licence checked & verified.

General Observations, Opinion, and Recommendation:—

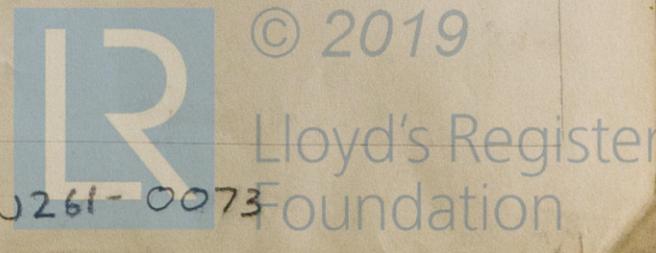
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, E&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)
The machinery of this vessel where now seen is in safe working order & condition, eligible in my opinion to remain as classed with fresh record T.S.(CL) 4.44.

Fees applied for: Survey Fee (per Section 29) £ : : ; Damage or Repair Fee (if any) (per Section 29.) £ : : ; Other expenses (if chargeable) £ : : ; Received by me, £ : : ;

W.S. Jones
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 19 AUG 1944

Approved As above
T.S. 4.44.



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

Is a Certificate required? If so, to be sent to

Noted MB advanced.

Re:ell

16/8/44

For completion of Survey
See also Rpt 120639

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