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# Lloyd's Register of Shipping.



Port Vancouver, B. C.

September 28th, 1935.

**This is to Certify** that

A. SCOTT

the undersigned Surveyor to this Society did at the request of the Owner's Representative, survey the H. V. "SILVERHAZEL" 5302 tons gross of London, for the purpose of ascertaining the nature and extent of damage stated to have been caused by heavy weather.

It is reported that the "SILVERHAZEL" experienced heavy weather on voyages from San Francisco to Manila May 24th. and 25th, 1935; from Belawan to Colombo June 30th., July 1st. and 2nd, 1935; Colombo to Bombay July 4th., 5th. and 6th, 1935; Bombay to Colombo July 12th, 13th. and 14th, 1935.

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

On September 16th, 1935, while the vessel was lying afloat, and on September 18th, 1935, and subsequent dates, while the vessel was on dry dock at the Burrard Dry Dock Co., Ltd., North Vancouver, the undersigned in company with Captain T. A. Ensor, Owner's Representative, and T. C. Warkman, Surveyor to the Salvage Association, London, upon examination,

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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**"SILVERHAZEL"**

**FOUND:**

No.3 double bottoms, port and starboard - reported leaking.

**Upon examination internally -**

The riveting of inter-costals through shell in No.3 double bottom tanks, port and starboard, loose and leaking badly, also some defective rivets in tank top in way of donkey boiler.

Bottom plating in way of No.4 double bottom tank at forward and after ends on starboard side only, showing evidence of considerable working and the plating grooved. A number of rivets badly shaken and leaking.

No.5 double bottom tank reported leaking into bilge.

**Stem -**

Approximately 30 stem rivets badly shaken and plate edges open.

**Riveting -**

A number of keel and shell rivets leaking, particularly aft.

Zinc plates in propeller aperture missing.

**RECOMMENDED:**

Internal examination to be made.

Deep tanks above No.3 double bottoms to be cleaned. No.3 double bottom tanks to be steamed, cleaned and proven gas free, and all defective riveting in these tanks, port and starboard, to be renewed.

No.4 double bottom tank to be steamed and cleaned as required.

Two bottom plates in "C" strake, one at the forward end and one at the after end of No.4 double bottom tank, starboard, to be renewed or to have an efficient doubler fitted and riveted to same.

To be tested, insulation removed as necessary and leaks made good. A new rose box to be fitted to bilge suction pipe.

Defective stem rivets to be renewed, plate edges hardened up and caulked or electrically welded as required.

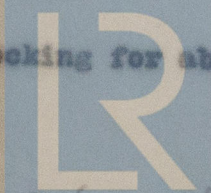
To be made good.

About 450 lbs. of zinc plates to be renewed and secured.

All affected tanks to be tested on completion of repairs, and proven tight.

Necessary dry docking for above.

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"SILVERHAZEL".

FOUND:

Ballast suction line - four lengths of ballast suction line in engine room fractured.

Water service pipe for No.5 tunnel bearing - broken.

Exhaust boiler steam pipe fractured.

Water service pipe between auxiliary compressor and inter-coolers, fractured.

AIN ENGINES:

The crank shaft bobbin piece forming No.5 main bearing found to be loose and working at flanges where bolted to crank webs.

Note:- It is reported that temporary repairs were carried out and new bolts fitted in one of the flanges at Manila.

RECOMMENDED:

The defective lengths of ballast suction line to be removed and new pipes bent and fitted.

Note:- This will require the removal of about 8 other pipes for access.

To be renewed.

To be renewed.

To be renewed.

The No.5 main bearing bobbin piece to be lifted out, placed in lathe and both coupling faces to be trued up. The coupling faces on the webs of Nos. 3 and 4 engines to be faced up in place, all coupling holes in both flanges to be reamed out and new bolts to be fitted and alignment of shafting checked.

A specification covering the above recommendations was drawn up (copy attached).

During the progress of repairs three additional lengths of piping in the ballast suction lines were found to be fractured and were renewed.

The damaged bottom plates at forward and aft ends of No. 4 tank were permanently repaired by fitting inter-coolers.



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"SILVERHAZEL".

The number of rivets renewed while on dry dock were:-

Stem . . . . .	28 rivets.
No.3 Double Bottom Tank, Port. .	93 through shell. 18 in tank top.
" " " " Stbd. .	194 through shell.
No.4 double bottom tank, Stbd. .	139 through shell.
Keel and scattered/rivets . . .	105 caulked or welded.
No.5 double bottom tank, port .	air vent pipe rejointed.
Beams caulked or electric welded, approximately 45 feet.	

While the vessel was on dry dock the under-water body was cleaned, and two coats of Owner's composition applied.

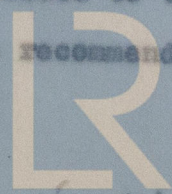
The Burrard Dry Dock Company's account amounting to EIGHT THOUSAND AND TWENTY-THREE DOLLARS AND FORTY CENTS (\$8,023.40) in connection with this work has been approved, also an additional cost of THREE HUNDRED AND SEVENTY-FIVE DOLLARS (\$375.00), for cleaning the underwater body and applying two coats of the Owner's composition.

The 16 new coupling bolts for the crank shaft were supplied by the Owners, who will render a separate account for this item.

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

The machinery was tested under working conditions on a run from Vancouver to Fraser Mills, with satisfactory results.

A report has been forwarded to the Committee of Lloyd's Register of Shipping, London, recommending that the



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"SILVERIAZEL".

vessel be continued as previously classed.

*A. Scott.*

SURVEYOR TO LLOYD'S REGISTER.



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