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M. V. "SILVERHAZEL".

5302 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. Double bottom tank top, port and starboard, in way of deep tanks to be cleaned, and any heater pipes in way of repairs to be removed and afterwards rejointed and secured in place.
3. No.3 double bottom tanks, port and starboard, to be steamed, cleaned as necessary and proven gas free.
4. Defective rivets in shell in No.3 double bottom tanks, particularly at intercostals, and in tank top particularly at centre girder angles, to be cut out and renewed.
Defective rivets in No.3 tank top, port side, in way of donkey boiler to be renewed.
On completion of repairs No.3 double bottom to be tested and proven tight.
Heater pipes in No.3 double bottom to be removed as necessary for access and afterwards replaced and tested.
5. Ballast suction pipe to test and defective lengths in engine room to be renewed.
6. No.4 double bottom - starboard side.
Oil to be transferred to No.3 double bottom and No.4 double bottom, starboard side to be steamed, cleaned and proven gas free.
Defective rivets in shell in way No.4 double bottom to be renewed and two doubling plates approximately 11' x 5' x 1/2" to be fitted and riveted on "C" strake, extending forward

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and aft of the oiltight floors between 3 and 4 and between 4 and 5 double bottom tanks.

On completion of repairs No.4 double bottom starboard to be tested and proven tight.

7. No.5 double bottom tank to be tested under oil pressure and leaks in margin and tank top to be made good.

Bilge suction port side to have a new rose box fitted.

Ceiling and insulation to be removed as necessary and afterwards replaced with part new.

8. Renew loose rivets in stem and dress up and caulk edges of stem plate port and starboard.

9. Renew and secure missing zinc plates in aperture, approx. 450 lbs.

10. Main Engines:- No.5 bobbin piece to be lifted out, placed in lathe, and coupling faces trued up. The faces on webs to be machined and trued up in place.

Both forward and after coupling holes (16 in all) to be reamed and new bolts fitted, after alignment of shaft has been checked.

Note:- Any remetaling found necessary will be treated separately.

Water service pipe for No.5 tunnel bearing to renew.

Renew exhaust boiler steam pipe.

Renew water service pipe between No.2 auxiliary compressor and Inter-coolers.

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1. Quote separate price for cleaning down underwater body and applying 2 coats of Owners' Composition.

(Sgd) T. A. Ensor.
Owners' Representative.

(Sgd) T. C. Warkman.
Surveyor to Salvage Association,
London.

(Sgd) A. Scott.
Surveyor to Lloyd's Register.

ERRARD DRY DOCK CO. LTD.
(Sgd) C. Wallace.
Contractor.

North Vancouver, B.C.
September 18th, 1935.



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