

Report of Survey for Repairs, &c., of Engines and Boilers.

19 OCT 1935

Date of writing Report Oct 1 1935 When handed in at Local Office Oct 1 1935 Port of Vancouver, B.C.

No. in Reg. Book. 32799 Survey held at N. Vancouver + Vancouver Date, First Survey Sep. 14 Last Survey Sept 26 1935
on the Machinery of the Wood, Iron or Steel M.V. SILVERHAZEL (No. of Tests 11)

Tonnage { Gross 5302
 Net 3091 Vessel built at Sunduland By whom J.L. Thompson & Sons When 1927 9.
 Nominal Horse Power { 882 Engines made at do By whom W. Dwyer & Sons When 1927
 Main Boilers { 1 Boilers, when made (Main) Owners Silver Lini Co. (Donkey) 1927
 Donkey Boilers { 2 Managers Stanley & John Thompson & Co. Owners' Address
 Main Boilers { 1 If Surveyed Afloat or in Dry Dock A.A. Burnard. (if not already recorded in Appendix to Register Book.)
 Donkey Boilers { 120 Port London Voyage India

t Report No. Port

Particulars of Examination and Repairs (if any) Damage & Loss L.M.C.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom? Report attached

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " "

was not done, state for what reasons? Subject to the DONKEY BOILER

What parts of the Boilers could not be thus thoroughly examined? not being used.

What 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? OIL ENGINE CONTINUOUS SURVEY.

Latest date of internal examination of each boiler good

Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? good

Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? good

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

, and of the Donkey Boilers? Yes

Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

Has shaft now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes

If so, state reasons Yes

Has shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 18"

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Damage Status caused by heavy

the San Francisco to Manila May 25, 1935. Belawan to Colombo June 3 to July 12. Colombo to Bombay

4.5.6. Bombay to Colombo. July 12, 13, 14, 1935.

Boiler placed on dry dock. The fastenings of Sea Connections, Stem Bush & propeller Examined.

done. No. 1 main bearing (bottom piece) lifted out. placed in lathe, and Coupling piece

fixed up. Corresponding Coupling piece on Crank also fixed up in place.

Bottom piece replaced in good alignment and all Coupling bolt holes machined, and

owners new spare bolt fitted and hardened up.

Main Service pipe for No. 1 tunnel bearing renewed.

Exhaust boiler steam pipe renewed.

Main pipe between Air Compressor and intercooler renewed

7 lengths of Ballast Suction pipe renewed at forward End of Engine room and

tested.

General Observations, Opinion, and Recommendation:— The machinery of this Vessel is

in 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, B.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11,

130 lb., F.D., &c.)

is held, in my opinion, to remain as classified with fresh record of + L.M.C. (25) 9, 35.

Upper donkey boiler not to be used.

Fee (per Section 29) Law C.S. £ : 50.00 Fees applied for Oct. 1 1935
 Damage or Repairs Fee (if any) £ : 50.00
 (per Section 29.)
 Expenses (if charged) £ : 15.00 Received by me, 19

Committee's Minute

FRI. 1 NOV 1935

Signed

L.M.C.C. 9-35 Subject
435

TUE. 10 DEC 1935

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W475-0180

Made in England

M.V. "SILVERHAZEL"

Part C.S.

No 1 Cylinder Examined liner. upper and lower pistons & rods.
Side rod, crossheads & guides. Side Connecting rods.
Centre crosshead & guide, and Centre Connecting rod.

No 2 Cylinder. Examined liner. jacket. upper & lower pistons & rods.
Transverse lever, bearings and bottle guides.
Side rods, crossheads and guides. Side Connecting rods.
Centre Crosshead & guide - Centre Connecting rod.
Exhaust box & Stool.

Spare liner now fitted - old liner fractured in way of indicator cock.
No 3 Cylinder Examined liner - upper and lower pistons & rods.

Transverse lever. bearings and bottle guides.
Side rods - Crossheads and guides - Side Connecting rods.
Centre Crosshead and guide - Centre Connecting rod.
Exhaust box & Stool - fuel, starting, and relief valves.

After Side rod crank pin and brasses.

No 4 Cylinder. Side rod crossheads and guides - Side Connecting rods - Centre Crosshead & guides. Centre Connecting rod.
Exhaust box and Stool. fuel, starting and relief valves.
Forward Side rod crank pin and brasses.

No 5 main bearing bolt in piece removed. Flanges on shaft and on bolts faced up. 16 new Coupling bolts fitted.

After tunnel bearing opened up. Cleaned & Examined.

Main engine jacket water cooler. New reel of tube. Supplied by owners now fitted. Jacket tested. (old tubes leaking).

(3) Sharples Separator for fuel and lubricating oil. Examined with motor and connections.

After main engine lubricating oil pump Examined throughout with motor and connections.

Fuel oil transfer pump Examined throughout with motor and connections, and tested under working conditions.

Bilge and General Service pumps Examined throughout with motors and connections.

Centrifugal ballast pump Examined throughout with motor and connections.

Fuel oil burning unit, and Donkey boiler feed pump. Examined throughout with connections, also under working conditions.

No 2 manoeuvring Compressor (3 stages) Examined throughout with connections and motor, also under working conditions.

S.F. Auxiliary Engine (No 3) Examined Compressor cylinders - pistons.

Valves. Crank pin & brasses. HP Compressor rod mt and new piston fitted. HP & IP Cooling Coils, annealed and tested to 2000 lbs per sq. inch.

4 Starting air and 4 Host air bottles for Auxiliary Engines Examined.

M.V. "SILVERHAZEL"

Internally, with all valves and Connections
Spare gear Examined and found in order.

Main and Auxiliary Machinery Examined, under working and
manoeuvring Conditions, during run from Vancouver to
Kaiser Mills, and found Satisfactory.

Electrical Installation Examined throughout with Switchboards
and Connections, and tested out in good Condition.

S.R. It is reported that C.S. is now Complete.

RETAIN

RETAIN



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Lloyd's Register

2/3
Foundation

W475-0180

Made in England