

DISCLOSED

SECTION No. 11111

for Lloyd's Register of Shipping, London

No. 1383

Part 9.

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

(Received at London Office)

Date of writing Report 8.9.50 When handed in at Local Office 8.9.50 Port of SPLIT

No. in Survey held at Sibenik Date First Survey 7.9. Last Survey 7.9. 1950 (No. of Visits)

55418 on the Machinery of the ~~Wood~~ or Steel Screw Steamer "CHELATROS"

Tonnage Gross 7176 Vessel built at Panama City Fla By whom J.A. Jones Cobst. Co. Inc. When 1944

Net 4380 Engines made at General Machinery Corp. By whom Hamilton O. When 1944

Nominal Horse Power 667 Boilers, when made (Main) 1944 (Donkey) ---

No. of Main Boilers 2 Owners Kassos Steam Nav. Co. Ltd. Owners' Address

No. of Donkey Boilers --- Managers Pnevmaticos, Rethymnis Port SYRA Voyage

Steam Pressure 250 in Main Boilers Spt 230 If Surveyed Afloat or in Dry Dock afloat

in Donkey Boilers --- Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Last Report No. 25733 Port ANT

Particulars of Examination and Repairs (if any) Part BS

(Periodical Surveys, when held, must be reported in detail and *separatim* in the terms of the Rules. State clearly the cause of Repairs, if any, and, 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.)

In 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

Was 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? Yes Port Boiler

" " Donkey " " " ---

If not, state for what reasons --- What parts of the Boilers could not be thus thoroughly examined? ---

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? ---

State latest date of internal examination of each boiler Port 7.9.50 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Port Yes 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? Port Yes, 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? Port Yes, and of the Donkey Boilers? ---

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

Has shaft now been changed? --- 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 --- State the wear down in the

stern bush --- Is electric light and/or power fitted? --- If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ---

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **To COMPLETE the Boiler Survey, both boilers require to be examined under steam and the safety valves adjusted to Rule W. pressure. Master states that arrangements were made to complete this survey at Baltimore about 1st October 1950, where the vessel is now proceeding.**

At the request of the Master and authorized by the American Bureau, Trieste Office:-

NOW DONE: Port Boiler, which was opened up and cleaned, examined throughout together with all mountings, doors and fastenings and found in order.

(Stbd. Boiler, as stated, was examined in it's entirety at Venice on 26th August 1950)

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, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

American Bureau of Shipping: The machinery of this vessel is, in my opinion, eligible to receive a fresh record of BS when the survey will be completed

Lloyd's Register of Shipping: For the information of the Committee

Survey Fee (per Section 29)	£ 14-0-0d	Fees applied for	19
20%	£ 2-16-0d	Received by me,	19
Special Damage or Repair Fee (if any) (per Section 29.)	£		
& Off. Exp.	£ 8-12-0d		
Travelling expenses (if chargeable)	£		

Committee's Minute 2-3-51
Assigned *Spel*

J. Major
Engineer Surveyor to Lloyd's Register of Shipping.

