Rpt. 9.

No. 8437

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

(Received at London Office 18 APR 1947)

Date of writing Report 7th March, 1947 When handed in at Local Office 21st Mar. 1947 Port of Baltimore, Maryland

No. in Reg. Book 72125 Survey held at Baltimore, Maryland Date, First Survey January 13th Last Survey February 3rd, 1947 (No. of Visits 11)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "CHELATROS" (ex " Edward K. Collins")

Tonnage { Gross 7176 / Net 4380 }

Nominal Horse Power 634.8 667

No. of Main Boilers 2 W.T.

No. of Donkey Boilers -

Steam Pressure— in Main Boilers 240 lbs.

in Donkey Boilers -

Vessel built at Panama City, Florida By whom J. A. Jones Construction Co., Inc. When Year. 1944 Month.

Engines made at Hamilton, Ohio By whom General Machining Corp. When 1944

Boilers, when made (Main) 1944 (Donkey) -

Owners Kassos Steamship Navigation Co., Ltd. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers Rethymnis and Kulukundis Port Syra Voyage Foreign

If Surveyed Afloat or in Dry Dock Drydock (State name of Dock.) Bethlehem Key Highway

Last Report No. Port

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

CHARACTER ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
Classification Contemplated		

Particulars of Examination and Repairs (if any) Dkg., TS, LMC

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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

as a damage report made by anyone else? If so, by whom?

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

" " Donkey " " " -

this was not done, state for what reasons? -

d what parts of the Boilers could not be thus thoroughly examined? -

o 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? -

e latest date of internal examination of each boiler P & S January 20, 1947 Present condition of funnel(s) Good

l the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 240 lbs.

l the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

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

the Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -

the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

screw 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? -

shaft now been changed? No If so, state reasons -

the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

e date of examination of Screw Shaft Jan. 13th, 1947 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

o, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Whilst the vessel was on the drydock, the fastenings of the propeller, the stem tube and the sea valves were amined and found in order.

Done for BS: The two main boilers together with all mountings opened up, cleaned, examined internally and ternally and all placed in good and safe working condition. The boilers afterwards examined under steam, the fire tinguishing appliances and oil burning equipment examined and the superheat and main safety valves adjusted to 230 d 240 lbs. per square inch respectively.

Done for TS: The tailshaft drawn and examined and found in order and replaced.

Done for LMC: The main engine cylinders, pistons, valves, valve charts, valve gear, piston rods, crossheads and asses, guides and guide shoes, connecting rods, crank pins and bearings, main bearings and journals, the columns, le plate and holding down bolts, the thrust shaft and bearings, the line shaft and bearings, the attached air and

(P.T.O.)

eneral 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, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.)
CS 3,34,

The machinery of this vessel so far as now seen is in good and safe working condition and is eligible in my nion to be classed with this Society with a record of TS (CL) seen 1-47 and LMC 2-47 (Class Contemplated).

rvey Fee (per Section 29) $:-:
ecial Damage or Repair Fee (if any) $:-:
(per Section 29.)
ravelling expenses (if chargeable) $:-:

Fees applied for - 19
Received by me, - 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK MAR 26 1947 J.G.J.

Assigned LMC-2,47 T.S.1,47.

WTB-240lb.

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

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

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S.S. "CHELATROS" (ex "Edward K. Collins") Machinery Continued

bilge pumps all opened up, examined throughout, minor repairs made and all closed up in order.

The ballast pump, circulating pump and engine, the fire and bilge pump, the auxiliary condenser circulating pump, the sanitary pump, the two main feed pumps, the fuel oil transfer pump and the fuel oil service pumps and heaters opened up, minor repairs carried out and all closed up in order. The main and auxiliary condensers opened up, cleaned and tested and found good. The pumping arrangements tested and found in order.

Done for alterations: In compliance with the Rules Fresh Water Regulators (Campbell Type) wire fitted at this time to the P & S water tube boilers.

On completion of repairs, the main, auxiliary and electrical installations were tried out under full load and found satisfactory.

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