

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

(Received at London Office)

Date of writing Report 16 APR. 1953 When handed in at Local Office 18 APR. 1953 Port of SINGAPORE
 No in Reg. Book. Survey held at SINGAPORE Date First Survey 13 MAR. Last Survey 14 MAR. 1953
 (No. of Visits 2)

56084 on the Machinery of the (Wood, Iron or) Steel S.S. "CHRYSSI"

Gross 18732. Vessel built at QUINCY, MASS. By whom BETH STEEL CO., S.B. DIVISION When 1953-3
 Net 11652 Engines made at QUINCY, MASS. By whom BETH STEEL CO., S.B. DIV. When 1953-3
 As Per Rule 3000 Boilers, when made (Main) 1953-3 (Donkey) -
 of Main Boilers 2 W.T. Owners SANTANDER CIA. NAVIERA, S.A. Owners' Address -
 " " 21130 (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers - Managers - Port PANAMA Voyage -
 Steam Pressure - 567.5 lb. If Surveyed Afloat or in Dry Dock BOTH
 of Main Boilers 624 Sp. (State name of Dock.) KEPPEL HARBOUR.
 of Donkey Boilers -

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

HULL

MACHINERY

+ 100 A1

+ LMC 3,53

TS (CL)

BS 8,34

MCH. AFT.

(Also Classed A.B.)

W.T.B.

Carrying Petroleum in bulk
 Fitted for oil fuel 3,53, F.P. above 150° F.

SEE SPL. NOTE S.R.L. (MACHY)

st Report No. Port
 Particulars of Examination and Repairs (if any) DRY-DCK, 3 DAM. (-2ND)
 Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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, 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 letter 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 YES. COPIES ATTACHED.

a damage report made by anyone else? If so, by whom? NO

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO

" " Donkey " " " NONE.

st, state for what reasons BRS NOT PREPARED. What parts of the Boilers could not be thus thoroughly examined? -

t 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? -

latest date of internal examination of each boiler - Present condition of funnel(s) -

the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

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

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

the screw shaft now been drawn and examined? NO Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

shaft now been changed? NO If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft NOT EXAMINED State the wear down in the

ern bush 1/8 INS. Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? NO

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? NO

ne parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Cent. B1 issued, copy attached.

W DONE: -

Y-DOCKING: Vessel in dry-dock, propeller and outside fastenings examined and

found, or placed in satisfactory condition.

MADE: Stated to have been caused by heavy weather during the period from the 30 Nov.

to 5 Dec. 1954, whilst on a voyage from Sungai Pakising, Sumatra to Richmond,

California.

The following damage was found:-

Branch pieces from main deck steam line to the forward and aft. which lines,

fractured at flanging.

Main turbine gearcase landing flange to stool leaking oil in several places at

sealing welds (gearcase, steel fabricated).

It was stated by the Chief Engineer that - PLEASE SEE CONT. SHEET.

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, etc.)

Machinery of this vessel so far as now seen is eligible in my opinion to remain

Classed (A.B.) subject to the main gearcase landing to stool (oil leakage) being

examined and dealt with at the first opportunity.

Committee's Minute

Assigned

THURSDAY 26 MAY 1955.

As now, subject.

Fee (per Section 23) £ : : Fees applied for, 19.

Damage or Repair Fee (if any) £ : : Received by me, 19.

Travelling expenses (if chargeable) £ : : 19.

Signature of Surveyor

Signature of Committee's Minute

Signature of Assigned

Signature of Committee's Minute

Signature of Assigned

Signature of Committee's Minute

Signature of Assigned

J.A. Butler

Engineer Surveyor to Lloyd's Register of Shipping.

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011047-01056-0341

Nothing new appears done

It is submitted that this

document is eligible to remain

as CLASSED. subject as
recommended

[Signature]
1.11.55



S.S. "CHRYSSI" (MCHY.)

approx. 65 gallons of F.O. oil was lost from this (sea) source daily, of this approx. 40 galls is collected by trapping which is purified and returned to the system.

This could not be dealt with at this time due to the steel (which is incorporated in the F.O. oil drain tank) being full of oil; it is recommended that this be examined and dealt with as necessary at the first opportunity.

DAMAGE REPAIRS: Branch pieces (2) on main dead steam line refaced, tested and found satisfactory.

DAMAGE (Cause and date not known): Propeller rope guard removed, rope removed from screw shaft, and a number of frozen stem eyes securing studs removed.

REPAIRS (WEAR & TEAR): Propeller cone built up with electric welding where wanted.

J.B.



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