

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

(Received at London Office 8-MAR-1949)  
LIVERPOOL

Date of writing Report.....19..... When handed in at Local Office.....19.....  
Port of LIVERPOOL  
No. in Survey held at Birkenhead Date First Survey 3/11/48 Last Survey 23/11 19 49  
Reg. Book. (No. of Visits.....32.....)

55123 on the Machinery of the Wootton Bassett Steel S.S. "CHISHOLM TRAIL".  
Year. Month. 1945  
Gross Tonnage 10660 Vessel built at Portland, Or. By whom Kaiser Co. Inc. When 1945  
Net Tonnage 6322 Engines made at Lynn, Mass. By whom General Elec. Co. When 1945  
Nominal Horse Power 2WT (Spt. 464) Boilers, when made (Main) 1945 (Donkey) -  
No. of Main Boilers 2 Owners British Tanker Co. Ltd. Owners' Address London  
No. of Donkey Boilers - Managers - Port London Voyage -  
Steam Pressure in Main Boilers 500 If Surveyed Afloat or in Dry Dock Both  
in Donkey Boilers - (State name of Dock.) Birkenhead Docks D.D.

Last Report No. - Port -  
Particulars of Examination and Repairs (if any) LMC (comp) BS Repair  
(Periodical Surveys, when held, must be reported in detail and explanation 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.)

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years since surveyed expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
100A1 (Classification Contemplated)		BS 4,48.
Examined 10,47. 4,48.		TS CL 4,48.
Fitted for O.F.		WTB
Carrying petroleum in bulk.		

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. none

Was a damage report made by anyone else? If so, by whom? none

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? yes

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? pas = 22/11/48

State latest date of internal examination of each boiler pas = 22/11/48 Present condition of funnel Satisfactory

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 465/500 lbs/sq

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? yes and of the Donkey Boilers? -

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

Did the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers? -

Has 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? -

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 not examined State the wear down in the stern bush 3/32

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

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

Engine parts, when referred to by numbers, should be counted from forward. Complete

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Now done: - It has examined: - Thrust shaft, outboard turbo generator and gearings, air charging circulating pump, bab oil fuel oil service and transfer pumps, main and auxiliary condenser pumps, GS and bilge and ballast pumps, valves, cocks and strainers of pumping arrangements and electrical equipment examined and tested as required by the Rules. pas Boilers examined internally, externally, doors, caps their fastenings, mountings and safety valves adjusted under steam. Oil burning, control gear and fire fighting equipment in order. Vessel placed in dry dock, propeller, after end of stern bush, sea connections and their outside fastenings examined. Repairs: Main turbine and generator bearings reinstalled. Both existing turbo feed pumps replaced by new turbo feed pumps - connecting pipes tested. Air heater tubes in both boilers renewed. 2nd stage feed heater tested & re-p. pas

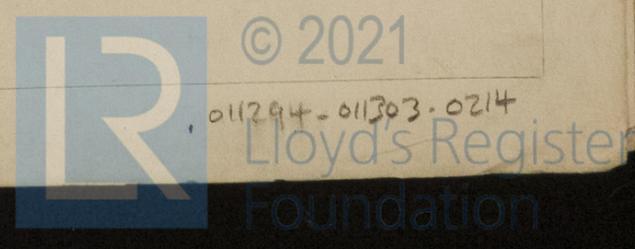
General Observations, Opinion, and Recommendation: The machinery of this vessel as now seen

(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 9,12, LMC 9,13 or LMC 140 lb., FD, &c.)

is in good condition and eligible in my opinion to remain as now classed with fresh record "LMC 4,48" as previously recommended "BS 1,49" subject to spare propeller being supplied.

Survey Fee (per Section 25) B.S. £ 11:0:0 Fees applied for 3 MAR 1949  
Special Damage or Repair Fee (if any) "LMC" Bal £ 18:0:0  
Technical Report (per Section 23) £ 10:10:0 Received by me, H. Lloyd, B.A. Bedford  
Travelling expenses (if chargeable) £ 26:5:0  
Total £ 16:16:0 H. Staffer  
Engineer Surveyor to Lloyd's Register of Shipping.

LICENCE CASE, LIVERPOOL - 7 MAR 1949  
Assigned LMC 4,48. Subject: B.S. 1,49.



5.R.L. Connections between the forward fuel transfer pump and No 1 cargo tank now disconnected. Spare propeller to supply.

Main and auxiliary machinery and pumping arrangements tried under working conditions and found satisfactory.

*[Signature]*

Electrical Equipment.

Propulsion, Power & lighting equipment, surveyed for classification purposes as detailed in *Heat Log, Reports 13 and 14*, attached.

Repair, etc. Main propulsion motor opened up for inspection following slight damage to stator coil insulation caused by a loose steel bolt. Stator withdrawn from rotor and thoroughly examined. Damaged insulation made good & high voltage megger test carried out. Motor re-assembled & tested under running conditions in dock and under full power at sea, and found satisfactory.

Auxiliary generator, motor, control gear etc opened up re-examined, repaired as necessary and tested on completion under working conditions.

Original wiring & fittings in Control Castle Tween deck space stripped out and flameproof equipment installed. Cargo & stripping pump remote controls & wiring removed from position on deck outside pump room and refitted in accommodation alleyway in poop. Other sundry repairs etc effected.

*[Initials]*