

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

(Received at London Office)

15 MAY 1948

Date of writing Report 12.5.1948 When handed in at Local Office 14.5.1948 Port of Falmouth

No. in Survey held at Falmouth Date First Survey 6-4-48 Last Survey 22-4-48 (No. of Visits 8)

21543 on the Machinery of the Wood, Iron or Steel S.S. 'CHISHOLM TRAIL'

Tonnage Gross 10660 Vessel built at Portland, Or By whom Kaiser Co Inc When 1945

Net 6822 Engines made at Lynn, Mass By whom General Electric Co When 1945

Nominal Horse Power Boilers, when made (Main) 1945 (Donkey) ✓

No. of Main Boilers 2 Owners British Tanker Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Port London Voyage

Steam Pressure in Main Boilers N Surveyed Afloat &amp; in Dry Dock N D.D. Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

in Donkey Boilers ✓

Last Report No. Port Docking, T.S., B.S., &amp; part M.S.

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially 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

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 P. 9/4/48 S. 13/4/48 Present condition of funnel Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? Main - 500 lbs/sq. Split - 464 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? None, 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? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No 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 13/4/48 State the wear down in the

stern bush A fit Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done B.S. complete. To complete the

M.S. (commenced Dec/1947) the following machinery parts require to be examined:- The thrust shaft,

the outboard turbo-generator &amp; its gearing, the auxiliary circulating pump, two lubricating oil pumps,

2 oil fuel transfer pumps (one in engine room &amp; one in forward pump room), two main &amp; one auxiliary

condensate pumps, one Butterworth fire &amp; bilge pump, one Butterworth Bilge &amp; Ballast pump, one Bilge Ballast

pump in the forward pump room, 2 boiler oil fuel pressure pumps, the atmospheric drain pump,

the pumping arrangements &amp; the electrical installation.

Now done:- The vessel placed in drydock, the propeller, screwshaft, sternbush, sea cocks &amp;

valves with their outside fastenings examined &amp; found or placed in good condition

The following machinery parts examined &amp; found or placed in good condition:-

The intermediate shaft, the main turbine casing &amp; rotor, the inboard turbo-generator

casing, rotor &amp; gearing, the main circulating pump, both main feed pumps &amp; their

driving turbines, the auxiliary feed pump &amp; both bilge pumps

The following electrical parts examined, megger tested &amp; found or placed in good condition:-

Please see continuation sheet

General Observations, Opinion, and Recommendation:- The machinery of this vessel is far 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, &amp;c.; thus, for example, BS 9.11, B&amp;MS 9.11 &amp; LMC 9.11 or LMC 140 lb., FD, &amp;c.)

is in good condition &amp; eligible in our opinion to remain 'class contemplated' with records of

B.S. 4.48, T.S.C.L. 4.48 &amp; M.S. (with date) on completion of the survey. Subject to a spare

propeller being supplied at the first opportunity &amp; to connections between No. 1 cargo tank &amp; the forward

oil fuel transfer pump being removed at first opportunity.

Survey Fee (per Section 28) B.S. £ 22 0 0 Fees applied for 14.5.1948

T.S. £ 310 0 0

Special Damage or Repair Fee (if any) £ 60

(per Section 29.)

Travelling expenses (if chargeable) £ 19

Received by me, Jas Stevenson &amp; Ad Morris

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRL 4 JUN 1948

Assigned As now, subject

S(C.L.) 4.48 B.S. 4.48



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

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



S.S. 'CHISHOLM TRAIL'

main generator & main motor, main circulating pump,  
3 forced draught fans, 3 cargo pumps, Port main condensate pump,  
main propulsion motor blower fan, Port steering motor & aft bilge pump

Wear & tear repairs: Sternbush re-wooded. Main turbine stays in  
exhaust steam space found eroded now built up with S.W. The aft  
turbine bearing re-metalled. Circulating pump impeller & shaft  
renewed. The Ford main feed pump casing & impeller renewed.  
The auxiliary feed pump water end liner ground & bucket renewed.  
The aft bilge pump impeller & shaft renewed.  
Main generator slip rings ground.

B.S. Both boilers examined throughout together with superheaters,  
safety valves, mountings, manholes & doors, all found or placed in  
good condition & the safety valves adjusted.

The oil fuel installation examined under working conditions  
& found satisfactory.

The boilers on this vessel have two independent feed lines & the main  
feed line in each case is fitted with an efficient feed regulator

Note: Pumping arrangements for this vessel approved by London Letter  
19/4/48 Ref E. <sup>which</sup> recommends that all connections between the oil fuel system  
& the petroleum tanks should be dispensed with. The alterations required  
could not be carried out at this time & it is stated, will be done  
by the Engineers during the present voyage

Jno. Stevenson