

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

(Received at London Office)

Writing Report 7th March, 1949 When handed in at Local Office 7th March, 1949 Port of Vancouver, B.C.
 Survey held at Vancouver, B.C. Date, First Survey 30th Dec. 1948 Last Survey 18th Feb., 1949
 Undocked 15/1/49 (No. of Visits 8)

In the Machinery of the ~~Wood-Lover~~ Steel Twin Screw Steamer "CHELOHSIN"
 Vessel built at Dublin By whom Dublin Dockyard Co. When 1911
 Engines made at Belfast By whom Mac Coll & Co. Ltd. When 1911
 Boilers, when made (Main) 1911 (Donkey) --
 Owners Union Steamships Ltd. Owners' Address --
 (if not already recorded in Appendix to Register Book.)
 Managers -- Port Vancouver, B.C. Voyage Coastal
 If Surveyed Afloat or in Dry Dock Both B.C. Marine Particulars of Classification (which must be inserted
 (State name of Dock.) precisely as in Register Book & Supplements).

Port
 of Examination and Repairs (if any) B.S. & Mach. Condition
 s. when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of
 d, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage
 ch must be stated) should be separated from Repairs due to other causes; and besides being detailed in the
 should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting
 here the Surveyor has not made a special damage report he is required to state whether he offered his services
 and why they were declined --
 port made by anyone else? If so, by whom? --
 personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
 " Donkey " " " --
 state for what reasons? --
 he Boilers could not be thus thoroughly examined? --
 means, in the absence of internal examination, were adopted by the --
 e himself of the thorough efficiency of those parts of each Boiler?
 internal examination of each boiler Port 21-1-49 Starb. 12-1-49 Present condition of funnel(s) Efficient
 amine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs.sq.in.
 amine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --
 amine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? --
 amine the drain plugs of the Main Boilers? None, and of the Donkey Boilers? --
 amine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? --
 been drawn and examined? No Is it fitted with continuous liner? -- Is an approved appliance fitted at the after end of the
 changed? -- If so, state reasons -- shaft to permit of it being efficiently lubricated?
 ted been previously used? -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the
 tion of Screw Shaft -- State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 7/64 P. 1/8 S.
 when referred to by numbers, should be counted from forward. Is electric light ~~and~~ ~~any~~ fitted? Yes
 r examine the generators, motors, switchgear, cables and fuses? Yes
 istance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes
 complete, state what arrangements have been made for its completion and what remains to be done

Vessel placed on marine railway, propellers, underwater fastenings, sea connections and
 examined
 charges? Wear down as above.
 d - Starboard main engine cylinders, pistons, valves and valve chambers; crank, thrust
 d intermediate shafting. Attached air, feed and bilge pumps.
 in engine - H.P. valve chamber and valve.
 ependent main circulating pump and engine, feed, sanitary, bilge and fresh water pumps.
 In condenser examined and tested.

SURVEY:- Both main boilers examined internally and externally with their safety valves,
 rs and mountings and safety valves adjusted under steam to the working pressure.
 fuel burning arrangements and fire extinguishing system examined. (P.T.O.)

ons, Opinion, and Recommendation:-
 at 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
 n required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 1,48, B & M.S. 1,48, +L.M.C. 1,48, or
 140 lb., F.D., &c.)
 8.
 inery of this vessel, ad far as now seen, is in safe working conditions and, in my
 eligible to remain as classed with fresh record of survey *L.M.C. 12,47 and B.S. 2,49.

on 28) B.S. \$ 63.00
 pair Fee (if any) \$ 50.00
 ndition (on 28.) \$ 75.00
 if chargeable) \$ 36.00
 \$ 4.00
 Fees applied for 28-Feb. 1949
 Received by me, 19
 Engineer Surveyor to Lloyd's Register of Shipping.

ute. FRI. 22 APR 1949
 * LMC 12,47
 85 2,49
 CERTIFICATE WRITTEN.
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 Lloyd's Register
 Wlob 7 60024

Insert Character of Ship and Machinery precisely as in the Register Book
 Is a Certificate required? If so, to be sent to

ANNUAL BOILER SURVEY - CONT'D

Oil fuel pumps examined.

Separate oil fuel tanks examined externally with valves and connections.

ELECTRICAL:-

Generators, cables, switchboard, connections and fittings examined and megger tested as per Rule, also examined under working conditions and found or placed in good order.

REPAIRS WEAR AND TEAR:-

Both H.P. valve chambers bored out and piston valves renewed.

Main injection sea valve cover repaired.

Main condenser 100 tubes renewed.

Deck control to steam stop valve to O.F. pumps renewed.

Auxiliaries overhauled.

Electrical:- Main switchboard, all fuses renewed, one light circuit renewed in engine room.

Additional electrical circuit fitted for new refrigerating installation, for one 1 B.H.P. motor for compressor and one 1/6 B.H.P. fan motor.

Deck lights forward, wiring and fixtures renewed.

Main deck lighting wiring part renewed and two fuse boxes renewed.

Crew's quarters, all wiring and fixtures renewed.

All berth lights renewed in passenger's cabins.

Wiring in cargo 'tween deck and lower hold and boiler room top renewed.

Sundry other minor repairs carried out.

NOTE:- About half the machinery of this passenger ship is opened up annually for Dominion Steamship Inspection.

The starboard main engine was examined previously in January, 1947, Vancouver Report No. 7204.

The port main engine was examined throughout in December 1947, Vancouver Report No. 7448 and at that time both main crankshafts were lifted and other repairs dealt with.

It is considered that a later record of L.M.C. than the present 2,46 might be assigned in order to bring the Machinery record more in line with that of the Hull now recommended for notation of S.S. Ver. 2,49 (Dr.).

It is submitted that a record of L.M.C. 12,47 might be assigned with a Special Reasons List mention regarding steam pipes to be tested by 2,50.

Interim Certificate issued - Copy attached.

RB



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