

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

"CHELOHSIN"

Rpt.

VER

No. 4745

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey CLASSIFICATION AND 2nd. S.S. No. 3.

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in 1/40 of an inch.

STRAKE.	AMIDSHIP.						FORWARD.				AFT.				REMARKS.	
	Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.		Std.
<i>RUNNING</i>																
STAR SHEER STRAKE	<i>10</i>	<i>10</i>	<i>9</i>	-	<i>1</i>	<i>8</i>	<i>8</i>	<i>9</i>	-	-	<i>8</i>	<i>8</i>	<i>8</i>	-	-	
Strake below.....	<i>10</i>	<i>10</i>	<i>9</i>	-	<i>1</i>	<i>8</i>	<i>8</i>	<i>8</i>	-	-	<i>8</i>	<i>8</i>	<i>8</i>	-	-	<i>N = NEW PLATES</i>
MAIN SHEER STRAKE <i>G.</i>	<i>14</i>	<i>13</i>	<i>13</i>	<i>1</i>	<i>1</i>	<i>11</i>	<i>11</i>	<i>10</i>	-	<i>1</i>	<i>10</i>	<i>10</i>	<i>11</i>	-	-	
1st Strake below.....	<i>F</i>	<i>13</i>	<i>11</i>	<i>11</i>	<i>2</i>	<i>2</i>	<i>12</i>	<i>N</i>	<i>N</i>	-	-	<i>11</i>	<i>10</i>	<i>10</i>	<i>1</i>	<i>1</i>
2nd " ".....	<i>E</i>	<i>13</i>	<i>N</i>	<i>N</i>	-	-	<i>13</i>	<i>N</i>	<i>12</i>	-	<i>1</i>	<i>11</i>	<i>10</i>	<i>12</i>	<i>1</i>	-
3rd " ".....	<i>D</i>	<i>14</i>	<i>14</i>	<i>14</i>	-	-	<i>14</i>	<i>12</i>	<i>14</i>	<i>2</i>	-	<i>11</i>	<i>10</i>	<i>9</i>	<i>1</i>	<i>2</i>
4th " ".....	<i>C</i>	<i>14</i>	<i>13</i>	<i>13</i>	<i>1</i>	<i>1</i>	<i>14</i>	<i>14</i>	<i>18</i>	-	-	<i>13</i>	<i>14</i>	<i>12</i>	-	<i>1</i>
5th " ".....	<i>B</i>	<i>14</i>	<i>13</i>	<i>13</i>	<i>1</i>	<i>1</i>	<i>13</i>	<i>11</i>	<i>11</i>	<i>2</i>	<i>2</i>	<i>13</i>	<i>12</i>	<i>12</i>	<i>1</i>	<i>1</i>
6th " ".....	<i>A</i>	<i>14</i>	<i>14</i>	<i>14</i>	-	-	<i>15</i>	<i>16</i>	<i>18</i>	-	-	<i>12</i>	<i>N</i>	<i>N</i>	-	-
7th " ".....	<i>KEEL</i>	<i>20</i>	<i>20</i>	<i>20</i>	-	-	<i>19</i>	<i>19</i>	<i>18</i>	-	<i>1</i>	<i>19</i>	<i>19</i>	<i>19</i>	-	-
8th " ".....																
9th " ".....																

Drillings at ends to be made in the vicinity of the peak bulkheads.

This vessel, owned by the Union Steamship Company of Vancouver, was built in 1911 by the Dublin Dockyard Company and classed with the British Corporation for British Columbia Coasting Service.

The Owners withdrew the vessel from British Corporation class in November last, and with a view to classification with this Society, plans and particulars were examined in this Office.

In December last, Mr. Bennett, Principal Surveyor for the United States and Canada, was informed that the scantlings

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"CHELOHS IN"

and arrangements/as submitted for approval were such as would entitle the vessel to be recommended for the class A1 with a freeboard corresponding to a summer moulded Draught of 13 ft. "For Channel and Sound Service", "Tacoma to Anyox".

The Vancouver Surveyor now forwards a first Entry report and a Report 8 on this vessel.

The vessel has been placed in dry dock, bottom cleaned and coated and the requirements of a 2nd S.S.No.3 complied with.

20 shell plates have been renewed, extensive repairs and renewals effected to the main deck, 2nd deck, boat deck, deck houses on awning deck and minor repairs carried out.

Cylindrical tanks on cradles for the storage of oil fuel have been installed in the original coal bunkers.

The equipment is stated to be in good condition and although no certificates were available for verification, the test marks on the anchors and chain cables were visible and some particulars of these marks have been furnished which appear to be satisfactory.

It is submitted the vessel appears eligible to be classed A1 "With Freeboard", "For Channel and Sound Service", "Tacoma to Anyox", with record of survey 1,38 and notation of 2nd S.S.No.3-1,38, as recommended.



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(3)

"CHELOHS IN"

A1
With Freeboard
For Channel and Sound Service
Tacoma to Anyox

2 Dks.

Cell.DBuE 24' 32t, Tanks at sides of tunnel 17t, FPT 11t, APT 11t.

FK, 5BH., cem.

B AND F 146'

O.L. 183.0'

1,38 Ver.

S.S.Ver.2nd No.3-1,38.

[Handwritten signature]
28.2.38 *[Handwritten signature]*

*Certificates to be handed over when
freeboard is verified*



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