

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

Date of writing Report Jan 25 1938 When handed in at Local Office Jan 25 1938 Port of Vancouver B.C.
 No. in Survey held at N. Vancouver Date, First Survey Nov 18. 37 Last Survey Jan 24 1938
 2540 on the Machinery of the W.M. Steel T.S.S. CHELOHSIN (No. of Visits 12)
 Gross 1134 Vessel built at Dublin By whom Dublin Dockyard Co When 1911
 Net 597 Engines made at Belfast By whom MacLellan & Co Ltd When 1911
 Nominal Horse Power 127 Boilers when made (Main) 1911 (Donkey) ✓
 of Main Boilers 2 Owners Union Steamship Co Owners' Address Port Vancouver Voyage Coastal/Int.
 of Donkey Boilers 1 Managers SD. Burnard (if not already recorded in Appendix to Register Book)
 Main Boilers 195 If Surveyed Afloat or in Dry Dock SD. Burnard
 Donkey Boilers

Report No. Port
 Particulars of Examination and Repairs (if any) L.M.C.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined ✓

Has a damage report made by anyone else? If so, by whom? ✓

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

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

Where was not done, 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? Boiler tested to 260 lbs. water pressure

Latest date of internal examination of each boiler Nov 23 pm Nov 25 1937

Present condition of funnel(s) good

Has the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 185 lbs.

Has the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boilers? ✓

Has the Surveyor examine the drain plugs of the Main Boilers? yes , and of the Donkey Boiler? ✓

Has the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boiler? ✓

Has the screw shaft now been drawn and examined? no Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has the shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5 1/2 ft

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

Is electric light and/or power fitted? ✓

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

Vessel placed on dry dock. All sea suction and discharges opened up & examined.

The fastenings of sea connections, stern bushes and propellers examined.

All cylinders - covers - pistons. Slides - piston & connecting rods. crank pins & brasses. main bearings and brasses examined.

Examined crank shafts. Thrust shaft and line shafting.

Condenser opened up examined & tested. Attached air - feed & bilge pumps examined.

Separate circulating pump and separate feed pump examined.

Examined bedplate. Seatings. and holding down bolts.

Main steam. auxiliary steam & feed pipes. removed - annealed & tested to rule requirements.

Engines tested under working conditions and found satisfactory.

Note: The screw shafts were not drawn at this time. They were drawn and examined on Jan 15. 1937. (See letter from Canadian Government Steamship Inspector).

General Observations, Opinion, and Recommendation:— The machinery of this vessel is

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, R.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or

R.L.M.C. 140 lb., F.D., &c.)

Significant in my opinion to be given a record of L.M.C. 1.38. C.L. 1.37

Fee (per Section 29)..... £ : :
 Damage or Repair Fee (if any)..... £ : :
 (per Section 29.)
 Other expenses (if chargeable)..... £ : :
 Fees applied for
 19
 Received by me,
 19

A. Shaw & R. Knowlton (acting)
 Engineer Surveyor to Lloyd's Register of Shipping.

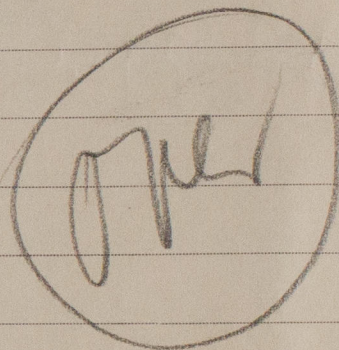
Committee's Minute FRI 4 MAR 1938

Signed See F. E. report

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

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

FEB 18 1938

*1.S.S. 'CHELOHSIN'**Bilge and Pumping Arrangements & Connections Examined and found Satisfactory.**Both main boilers opened up. Examined throughout with all mountings and found in good working condition.**Boilers tested by water pressure to 260 lbs.**Safety valves adjusted under steam to 185 lbs. and a**Satisfactory accumulation test carried out.**Two Oil Fuel Tanks, and oil burning System examined in detail and under working conditions, and found in good order.**Spare gear Examined found adequate.*

T.E.S. CHELOHSIN

Main steam - and steam & feed pipes tested. Oil fuel pipes examined & tested.
 Both boilers tested under water pressure to 260 lbs and found good.

Safety valves adjusted under steam. May 6, 1938 to 185 lbs per sq inch. and
 an accumulation test of 15 minutes duration showed less than 3% increase.

Note There is no drawing of boilers available. but particulars of all
 soundings were taken from the boilers

A photo stat of the Canadian Government's original reports on these
 boilers is attached.

The oil burning system consists of two horizontal Worthington pumps - $14.5 \times 2.75 \times 4$ on
 shelf in storeroom. with 2" suction and $1\frac{1}{2}$ " discharge - pumping directly from two
 large cylindrical tanks fitted in the original bunker space (total capacity 91 cu ft)
 There are two suction strainers $2\frac{1}{2}$ " and two discharge strainers $1\frac{1}{2}$ "

Two Dahl - 4 coil heaters are fitted. the Exhaust steam being led to ridge only.
 One oil thermometer and one pressure gauge on line.

A spare Worthington pump is carried. The oil burning Equipment is in accordance with rules.

X 1. Flexible oil hose on port & starboard side, permanently fitted to steam line, and
 coiled ready for use. A CO₂ Equipment also Toramite Equipment is
 furnished for use in E. room & storeroom and a CO₂ Equipment for use
 in oil tank space.

The machinery of this vessel may, in my opinion, be classed with vessels
 of LMC 1.38 CL 1.37 (fitted for oil fuel F.P. above 150°F).