

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

(Received at London Office)

Date of writing Report 9. 10. 1941 When handed in at Local Office

10 OCT 1941

Port of ShanghaiNo. in Survey held at Shanghai

Date First Survey 24.9.41 Last Survey 2.10.1941

(No. of Visits 2)

21449 on the Machinery of the Wood, Iron or SteelSS CHELSEA

Year. Month.

Tonnage { Gross 3489

Vessel built at AmoyBy whom W. H. H. & Co. Ltd. When 1914-15

Net 2214

Engines made at HarbinBy whom Harbin When 1914-15

Nominal Horse Power 365

Boilers, when made (Main) 1914

(Donkey) ✓

No. of Main Boilers 350

Owners Shanghai

Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓

Managers ShanghaiPart. Shanghai Voyage ✓

Steam Pressure in Main Boilers 150 lb.

If Surveyed Afloat or in Dry Dock Shanghai(State name of Dock.) Shanghai

in Donkey Boilers ✓

Last Report No.

Port

Particulars of Examination and Repairs (if any) Shanghai

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 this was not done, state for what reasons Not done as no repairs for survey.

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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 C. & P. 24.9.41Present condition of funnel EfficientDid the Surveyor examine the Safety Valves of the Main Boiler? NoTo what pressure were they afterwards adjusted under steam? Not required.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

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? ✓

and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? No

Is it fitted with continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State 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 3/16"

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

Is electric light and/or power fitted ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the B.S. Theport boiler requires to be examined in its entirety together withmountings & the following mountings of the centre & starboilers, not done on this occasion, require to be examined:Safety valvesRevising their valves.Revising the valves.In addition the steam valves on both the centre & star boileralthough efficient in the mean time, require to be renewed in theirentirety at the first opportunity & the safety valves of all boilersrevised under steam.

General Observations, Opinion, and Recommendation:—

See Cont. Sheet.

(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, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 3,34,

Significant in my opinion to remain as classed withfrom record of B.S. 10.41 on completion of the survey, subjectto the maintenance & testing of the various equipment as perP.P. list.Survey Fee (per Section 29) 25 £4: 0: 0

Special Damage or Repair Fee (if any) £ :

(per Section 29.)

Travelling expenses (if chargeable) £ ✓

Fees applied for

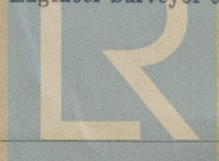
10 OCT 1941

Received by me,

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Committee's Minute 7 NOV 1941Assigned Deferred

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W20-0059

S/S "CHELATROS."WORK DONE.

The Centre & STD. Valves examined in their entirety & found in a generally good condition. One small area of pitting noted in the wrapper plate of the STD. Valve Centre Ventilation Chamber in way of the plate lap on the STD. Side but the extent of this pitting is not such as to materially affect the efficiency of the Valve.

This area has now been wire-brushed & coated with a zinc oxide protective paste.

All mountings of both Valves were examined with the exception of the Safety Valves, Aux. Check Valves & Aux. Stop Valves which were not opened out.

The mountings examined were found in good condition, minor repairs being effected, but with the exception of the Stem Valves of both Valves which were recommended for renewal in their entirety on account of the poor condition of the valve seats, account being taken of the reduction of thickness brought about in the body of the valves by previous knocking down of the seats.

New valves could not be obtained in the time available & in consequence it is recommended that these valves be renewed on the Valves return to the United Kingdom on the completion of the present voyage to American ports.

A.R.S.