

No. 76385

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

(Received at London Office)

MAY 1917

Writing Report 2<sup>nd</sup> May 1917 When handed in at Local Office 3 MAY 1917 Port of LIVERPOOL

Survey held at Liverpool Date, First Survey 30<sup>th</sup> Apr Last Survey 1<sup>st</sup> May 1917

on the Machinery of the Wood, Iron or Steel S.S. "Chellonian" Master (No. of Visits) 2

Gross 4426 Vessel built at Sunderland By whom Bartram & Sons When 1911 MONTH 12

Net 2762 Engines made at Do By whom J. Dickins & Co When 1911

Power 401 Main Boilers 3 Boilers, when made (Main) 1911 (Donkey)

Donkey Boilers 1 Owners J. Mathias & Sons, Messrs Port London Voyage

Pressure in Boilers 180 lb Surveyed Afloat or in Dry Dock Herculaneum Dock

Donkey Boilers 1 (State name of Dock.)

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Dock Ring

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year and Month when last surveyed.	Machinery and Boiler Surveys (including date of N.B. if any).
<u>H100AT</u>	<u>6, 16.</u>	<u>H.T.M.C.</u>
		<u>9, 15.</u>
	<u>S.S. 71, 72, 73-15</u>	<u>T.S. 9, 15.</u>

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the machinery of the vessel (the cause of which must be stated) should be separated from Repairs due to other causes; and repairs being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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 offered his services for this purpose, and why they were declined? Was a damage report made by anyone else? If so, by whom? No.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No.

Were any parts of the Boilers not examined? No.

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? No.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Has the screw shaft now been changed? No If so, state reasons \_\_\_\_\_

Has the screw shaft now been fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16"

If the survey is not complete state what arrangements have been made for its completion and what remains to be done? Yes

The vessel in dry dock, propeller and fastenings of a connections examined. Sea connections overhauled & main injection valve renewed. The propeller shaft drawn and found in good condition.

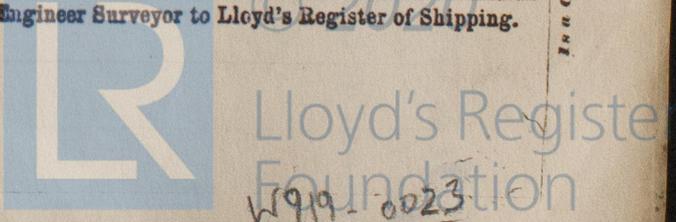
General Observations, Opinion, and Recommendation:— This vessel's machinery appears to be in good order, and eligible to remain classed with the notation of propeller shaft last examined 5-17.

Fee (per Section 25).....	£	Fees applied for
Damage or Repair Fee (if any) (per Section 25.).....	£	
Other Expenses (if chargeable).....	£	
		Received by me,
		19

M. Siberson  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 4 MAY 1917

Resolved as now Am  
note 2.1.



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

If so, to be sent to

Screw shaft hand

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that this vessel is eligible to remain as **CLASSED**.

S 5.14  
J.P.  
4.5.14

*[Faint, mostly illegible handwritten text in cursive script, likely a survey report or log. Some words like 'Screw shaft hand' and 'CLASSED' are visible.]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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