

COPY.

Lloyd's Register of Shipping.



Port LOS ANGELES, CALIFORNIA,
(SAN PEDRO)

DECEMBER 5th, 1935.

This is to Certify that

W.J. ALDERSON,

the undersigned Surveyor to this Society did at the request of the Owners' Representative, attend on board the M.S. "CHIAPAS" 207 gross tons of Mazatlan, Mexico, for the purpose of ascertaining the nature and extent of the damage stated to have been sustained through the vessel encountering heavy weather on September 23rd, 1935 while on a voyage from Acapulco to Manzanillo, Mexico and on September 28th, 1935 while on a voyage from Manzanillo to Mazatlan, Mexico.

For further particulars see log books and protest.

On November 7th, 1935 and subsequent dates while the vessel was lying on the dry dock at the Yard of the Bethlehem Shipbuilding Corpn., Los Angeles Harbor, and afterwards afloat, the undersigned made examination and found as follows:-

The engine was stated to have lost the circulating water several times during the heavy weather owing to a heavy list on the vessel. On sailing from Manzanillo in changing the valves on No. 2 cylinder it was found the cylinder cover was cracked and on examining the other cylinders the heads of Nos. 3, 4, 5 & 6 cylinders were cracked and also the pistons of Nos. 5 & 6 cylinders.

It was stated that the necessary replacements to the above mentioned parts had been made by the Owners at Mazatlan so that the vessel could continue in her coasting trade until October 30th, 1935 when she left the coast for San Pedro, California for dry docking. During this time the engines were reported to have been knocking badly.

It was recommended that all the pistons of the main engine should be drawn for examination of rings and cylinders.

Two hatch tarpaulins to be supplied also the following life boat equipment to replace that lost during the heavy weather:-

- 1 large 10-gal. tin biscuits.
- 1 pkg. waterproof matches.
- 1 sea anchor complete.

- 1 boat compass.
- 2 galv. buckets (2½ gal.)
- 2 enamel drinking cups.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

EXPENSES

SURVEY FEE

LOS ANGELES RPT. A/C No. 138

\$ 25.00

\$ 2.00

\$ 27.00

DECEMBER 5, 1935

Life boat equipment, continued:-

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|---------------------------|-------------------------|
| 1 can storm oil (1 gal.). | 1 hatchet. |
| 1 kerosene lantern. | 100 ft. 1" rope. |
| 2 flash lights. | 1 25 lb. anchor. |
| 1 gal. kerosene. | 1 5-gal. oak water keg. |

After the engine was opened up the following repairs were recommended:-

FOUND

1. Piston rings stuck in grooves and 12 rings broken.
2. Water jacket joints burnt and leaking.
3. Metal in 3 crank pin brasses cracked and loose.
4. A slight shoulder at the top of all cylinders.
5. Metal in thrust bearing cracked and loose.

RECOMMENDED

- All piston rings to be removed and refitted with necessary renewals.
- All new joints to be fitted to water jacket connections.
- Three crank pin brasses to be re-metalled.
- Shoulders to be ground off.
- Thrust bearing to be re-metalled.

After the above repairs had been completed and the engine closed up a dock trial was held and then a trial run was made but the engine was still found not to be working satisfactorily as there was a heavy thud from the cylinders. It was decided after discussing the matter to take the vessel to the Atlas Imperial Company's dock (the makers of this engine) for a further examination.

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| 6. All six cylinder liners were found to be warped. | All six cylinder liners to be renewed. |
| 7. Five (5) wrist pins were burned and shouldered at one end. The bushings of these pins were warped slightly. | Damaged pins and bushings to be renewed. |
| 8. White metal in three crank pin bearings was hammered and cracked. | Three crank pin bearings to be remetalled and refitted. |
| 9. All necessary gaskets and joints to be renewed in reassembling the engine. | |

On completion of the repairs the engine was given a two hours dock trial and was found to be working satisfactorily.

(Sgd.) W.J. Alderson.

SURVEYOR TO LLOYD'S REGISTER.



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