

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

-1 JAN 1936

(Received at London Office)

Port of LOS ANGELES, CALIFORNIA

Survey held at LOS ANGELES HARBOR, CALIF. (SAN PEDRO) Date, First Survey Nov. 6 Last Survey Nov. 9 19 35 (No. of Visits 4)

on the Machinery of the ~~Wivenhoe~~ Steel S.S. "CHIAPAS"

Gross 207 Vessel built at Wivenhoe By whom Rennie Forrest SB & E Co. Ltd. When 1917 - 6

Net 109 Engines made at Oakland, Cal. By whom Atlas Imperial Diesel Eng. Co. When 1917

59 Boilers, when made (Main) (Donkey)

Owners Lineas Grace de Mexico Owners' Address (if not already recorded in Appendix to Register Book.) Port Mazatlan Voyage Ensenada, Mex.

Managers Bethlehem SB. Corp'n's If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 A- 3,34		*LMC 3,34
ss Boa.No.3-5,29		*NE 3,34
ss Boa.No.1-33		TS N3,34cl
		Oil Eng.

ast Report No. Port DOCKING & T.S.

Particulars of Examination and Repairs (if any)

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.

A 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?

" " Donkey " " "

If this was not done, state for what reasons?

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

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

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

Has screw shaft now been drawn and examined? Yes 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 shaft now been changed? No If so, state reasons Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32" Is electric light and/or power fitted? Yes

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

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

NOW DONE:- The vessel placed on dry dock, the fastenings of the propeller, stern tube and sea connections examined and found in order.

DAMAGE:- The tail shaft was drawn, examined and found in order. The propeller blades were all faired and repitched. New Liners were fitted to all six cylinders. Five wrist pins and bushings renewed. Crank pin bearings Nos.1,5 & 6 and the thrust bearing were remetalled.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel, so far as seen, is now in efficient condition, eligible in my opinion to be continued as Classed and to have record of TAIL SHAFT SEEN 11,35.

Survey Fee (per Section 29) \$10.00 : Fees applied for Dec. 5 19 35

Special Damage or Repair Fee (if any) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned As now

T.S. 11.35

W. J. Alderson
Engine Surveyor to Lloyd's Register of Shipping

012236-012245-0313

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Notes

Jan

9.1.36

Boiler for engine to 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000



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