

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

-1 JAN 1936

(Received at London Office)

Port of LOS ANGELES, CALIFORNIA

Date, First Survey Nov. 6 Last Survey Nov. 9 19 35  
(No. of Visits 4)

Survey held at LOS ANGELES HARBOR, CALIF. (SAN PEDRO)

on the Machinery of the S.S. "CHIAPAS"

Gross Tonnage 207 Vessel built at Wivenhoe By whom Rennie Forrest SB & E Co. Ltd When 1917 - 6  
Net Tonnage 109 Engines made at Oakland, Cal. By whom Atlas Imperial Diesel Eng. Co. When 1917  
(Donkey)

Boilers, when made (Main) -----  
Owners Lineas Grace de Mexico Owners' Address Ensenada, Mex.  
Port Mazatlan Voyage

Managers -----  
If Surveyed Afloat or in Dry Dock Bethlehem SB. Corpn's Particulars of Classification (which must be inserted  
Dry Dock (State name of Dock.)

Particulars of Examination and Repairs (if any) DOCKING & T.S.

Periodical Surveys, when held, must be reported in detail and seriatim 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.

Has a damage report been 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? -----

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

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? ----- To what pressure were they afterwards adjusted under steam? -----

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? ----- and of the Donkey Boilers? -----

Did the Surveyor examine all the drain plugs of the Main Boilers? ----- and of the Donkey 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 ----- 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? ----- Has it a continuous liner? ----- Is electric light and/or power fitted? Yes

State date of examination of Screw Shaft Nov. 7th State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

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.

(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.)

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 As now T.S. 11.35

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.

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



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

Certificate required? If so, to be sent to

Noted

Jan

9.1.36

Boiler for Engines and Boilers



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