NEW YORK MAR 31 1934

Rpt. 9,

No. 7176

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

(Received at London Office 14 APR 1934)

Date of writing Report Mar. 12th, 1934. When handed in at Local Office ..... 19 Port of SAN FRANCISCO

No. in Reg. Book. 17929 n Suppl. Survey held at SFo., Alameda, & Oakland Date, First Survey Jan. 30th Last Survey Mar. 3rd, 1934 (No. of Visits 18)

on the Machinery of the ~~XXXXXXXXXX~~ Steel M. S. "CHIAPAS" ex "Caldas"

Tonnage { Gross 207 / Net 109

Nominal Horse Power { 96

No. of Main Boilers -

No. of Donkey Boilers -

Steam Pressure— in Main Boilers -

in Donkey Boilers -

Vessel built at Wivenhoe By whom Rennie, Forrest SB & Eng. Co. When 1917 - 6

Engines made at ~~Oakland, Cal.~~ Stockholm By whom ~~Atlas Imperial Diesel Eng. Co.~~ J & C A Bolinders Co Ltd When 1934

Boilers, when made (Main) - (Donkey) -

Owners LINEAS GRACE DE MEXICO Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port MAZATLAN Voyage ---

If Surveyed Afloat or in Dry Dock (State name of Dock.) Both - Gen. Engr. Dock Alameda,

Last Report No. ..... Port .....

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 assigned or expired. | Machinery and Boiler Surveys (including date of N.B., if any) |
|---|---|---|
| ✠ 100 A- | | ✠ LMC 6,33 |
| 6,33 | | TS 6,33 |
| SS Boa. No. 3-5,29 | | |
| SS Boa. No. 1-33 | | |

## Particulars of Examination and Repairs (if any) FIT. NEW ENGINE & T.S. NEW.

(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.

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? -

Do. " 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? -

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 the drain plugs of the Main Boilers? - , and of the Donkey Boiler? -

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? Yes If so, state reasons Owner's request.

Has the shaft now fitted been previously used? No. Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft A new stern bush complete installed.

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

Vessel placed in dry dock, propeller and all fastenings examined and now in order.

Sea cocks and valves opened up, cleaned, examined and closed in good order.

A new engine and tail shaft have now been installed. (See attached First Entry Report for full particulars.)

RETAIN

RETAIN

## General Observations, Opinion, and Recommendation:—

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

RECOMMEND that the machinery of this Vessel is eligible to have a fresh record in the Register Book of ✠ N.E. 3-34 and notation of Tail Shaft new C.L. 3-34.

(SEE 1st Entry Report.)

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for ..... 19 .....

Received by me, ..... 19 .....

David Miller for F. E. Archbold

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned T. S. N. 3.34

NEW YORK APR 4 - 1934

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

Is a Certificate required? If so, to be sent to

Lloyd's Register Foundation

012236-012245-0322