

COPY

Lloyd's Register of Shipping.

Port Kobe.13th September 1932.

This is to Certify that

A. D. Morrison,

the undersigned Surveyor to this Society did at the request of

Messrs. Cornes & Co. (Lloyd's Agents), survey the T.M.V. "CHILE", 5956 tons gross, of Copenhagen, on various dates between 5th August and 10th September 1932, while the vessel lay afloat at Messrs. Mitsui Bussan Kaisha's Dockyard, Kobe, for the purpose of ascertaining the cause of the accident to the port main engine crank shaft.

The port crank shaft is of the built type, 384 mm diameter the journals and crank pins being shrunk into the crank webs, with two dowel pins, each 24 mm diameter, fitted at the junction of the journals and webs.

On examination of the crank shaft the number seven journal (from forward) was found fractured right through adjacent to the web of number six crank.

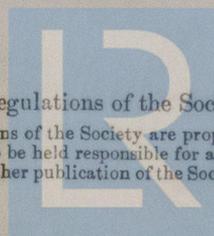
The parts of the broken journal were taken ashore and carefully examined in view of the fracture which in the opinion of the undersigned showed indications of latent defect. Both surfaces of the fracture were photographed for record purposes and these photographs are attached to this report.

Note:- The three pins shown in these photographs were driven through the journal in way of the fracture by the Ship's

(continued)

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."



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Continuation of Damage Report on the T.M.V. "CHILE",
Kobe, 13th September 1932.

Engineers, as a temporary repair before arrival at Tama Dockyard.
Three lag pieces had also been fitted in an endeavour to belt the
journal to the web.

As the Owners requested the broken crank shaft to be returned to
Copenhagen no opportunity was afforded for metallurgical examination
of the material, and the fracture surfaces were protected and the parts
placed on board again.

The engine casing, alignment of shafting and bearings were care-
fully examined during process of dismantling and found in satisfactory
condition.

In the opinion of the undersigned this fracture has been caused by
fatigue associated with a latent defect in the middle of the forging.

Fee.....Yen 100:00
Photographs...Yen 3:60
Expenses.....Yen 60:00

A. J. Morris

SURVEYOR TO LLOYD'S REGISTER.



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