

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

(Received at London Office APR 25 1941)

Date of writing Report 25/1/41. When handed in at Local Office 31st Jan. 41. Port of Kobe.
in Survey held at Innoshima. Date, First Survey 23/12/40 Last Survey 11/1/1941.
(No. of Visits Three.)

10 on the Machinery of the ~~Kawakubo~~ Steel S.S. "CHILE MARU".
Gross 5860 Vessel built at Kobe. By whom Kawasaki Dockyard Co., Ltd. When 1919 5mo.
Net 4260 Engines made at Kobe. By whom Kawasaki Dockyard Co., Ltd. When 1919.
437 NHP Boilers, when made (Main) 1919. (AUXY) 1919.
Boilers 2 SB Owners Yamashita Kisen Kabushiki Kaisha Owners' Address
Boilers 1 SB Managers (if not already recorded in Appendix to Register Book.)
re 200 lbs. of Surveyed Afloat or in Dry Dock Both Port Kobe. Voyage
Boilers 200 lbs. (State name of Dock.) Innoshima 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.	assigned new entry	Machinery and Boiler Surveys (including date of N.B. if any)
*100A1 1,40 Awning dk with freeboard.		*LMC 12,37 BS 1,40 TS(OG) 8,40
ssKob.No.3-3,34. ssYka.No.1-37.		

Port No. Port
Lars of Examination and Repairs (if any) LMC & SRL.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

uses where the Surveyor has not made a special damage report he is required to state whether he is services for this purpose, and why they were declined

ge report made by anyone else? If so, by whom?

or personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" AUXY " " " Yes.

done, state for what reasons? --

of the Boilers could not be thus thoroughly examined? --

al means, in the absence of internal examination, were adopted by the assure himself of the thorough efficiency of those parts of each Boiler? --

te of internal examination of each boiler December, 1940.

or examine the Safety Valves of the Main Boiler? Yes.

or examine the Safety Valves of AUXY Boiler? Yes.

or examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

or examine the drain plugs of the Main Boilers? --

or examine all the mountings of the Main Boilers? Yes.

now been drawn and examined? No Is it fitted with continuous liner? --

been changed? -- If so, state reasons --

now fitted been previously used? -- Has it a continuous liner? --

amination of Screw Shaft -- State the distance between bearing metal of stern bush and top of after bearing of screw shaft

arts, when referred to by numbers, should be counted from forward. Is electric light fitted? Yes.

Surveyor examine the generators, motors, switchgear, cables and fuses? --

on resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? --

s not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Vessel placed in dry dock, propeller, aft end of stern bush with oil packing gland at

of tail shaft, sea cocks and valves with their shell fastenings examined and found or now

n good condition.

All cylinders, pistons, valves, and rods, crank, thrust and intermediate shafting,

r, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 2 Main and 1 Auxiliary Boilers were examined over all parts with doors, mountings

ty valves and found or now placed in good condition. Safety valves adjusted under steam

d above.

Tail shaft at aft end in way of oil gland not examined at this time and Chief Engineer

hat it was examined in August, 1940 and found in safe condition. (P.T.O.).

Observations, Opinion, and Recommendation: The machinery and boilers of this vessel

ly 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

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.S.M.S. 9,11, *L.M.C. 9,11, or

140 lb., F.D., &c.)

ood condition and eligible, in my opinion, to be continued as classed with fresh record of

1. 41. subject to tail shaft at aft end in way of oil gland being examined at next docking.

(per Section 29) Yen 240:00 Fees applied for

age or Repair Fee (if any) -- -- 25/1/1941.

per Section 29.) (See Hull Report) Received by me,

expenses (if chargeable) -- -- 1941

ittee's Minute FRI. 16 MAY 1941

ed + Lumb 1.41

Engineer Surveyor to Lloyd's Register of Shipping.



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

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

CERTIFICATE WRITTEN

009182-009191-0212 1/2

Port of Survey for Repairs, etc., of Engines and Boilers.

Rpt. 9a.

Port of Kobe.

(2) (MACHINERY)

Continuation of Report No. 11719 dated 2 /1/41.

on the

"CHILE
MARU"

WEAR AND TEAR REPAIRS:-

H.P. slide valve casing rebored and valve packing rings - renewed.

Plunger bilge pump suction valve box - renewed.

Aft dynamo engine crank shaft renewed due to cracking at aft crank web.

Condenser tube plates re-taped, 260 tubes and about 2500 glands - renewed, afterwards tested and found satisfactory.

Other minor repairs and adjustments carried out. *U.A.*

For Penamint.

141.

THE RECORD.

GA

13/5/41



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