

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. 1941. 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 Tonnage 5860
 Net Tonnage 4260 Vessel built at Kobe. By whom Kawasaki Dockyard Co., Ltd. When 1919 5mo.
 Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919.
 Boilers, when made (Main) 1919. (~~DOCKYARD~~) (AUXY) 1919.
 Owners Yamashita Kisen Kabushiki Kaisha Owners' Address
 Managers Port Kobe. Voyage Voyage

Boilers 200 lbs. of Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Boilers 200 lbs. (State name of Dock.) Innoshima Dock.

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

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

Where the Surveyor has not made a special damage report he is required to state whether he declines his services for this purpose, and why they were declined.
 Special damage report made by anyone else? If so, by whom? --
 Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.
 " AUXY " " " Yes.
 " DOCKYARD " " " --
 If not done, state for what reasons? --

Were any parts of the Boilers could not be thus thoroughly examined? --
 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? --

Date of internal examination of each boiler December, 1940. Present condition of funnel(s) Good.

Did you examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

Did you examine the Safety Valves of ~~Main~~ AUXY Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the ~~Main~~ AUXY Boilers? Yes.

Did you examine the drain plugs of the Main Boilers? -- and of the ~~Main~~ AUXY Boilers? --

Did you examine all the mountings of the Main Boilers? Yes. and of the ~~Main~~ AUXY Boilers? Yes.

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

Has the propeller been changed? -- If so, state reasons --

Has the propeller now fitted been previously used? -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

State the distance between ~~the~~ bearing metal of stern bush and top of after bearing of screw shaft Not available

Are electric lights ~~on~~ Yes. fitted?

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

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

If the work 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, aft end of stern bush with oil packing gland at aft end of tail shaft, sea cocks and valves with their shell fastenings examined and found or now in good condition.

All cylinders, pistons, valves, and rods, crank, thrust and intermediate shafting, 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, safety valves and found or now placed in good condition. Safety valves adjusted under steam as above.

Tail shaft at aft end in way of oil gland not examined at this time and Chief Engineer reports that 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 are in good 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.

1. 41.

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

1. 41.

(per Section 29) Yen 240:00 Fees applied for 25/1/1941.
 Damage or Repair Fee (if any) --
 Expenses (if chargeable) (See Hull Report) Received by me, Feb. 20 1941

Committee's Minute FRI. 16 MAR 1941
 Signed [Signature] Engineer Surveyor to Lloyd's Register of Shipping.

+ Sub 1. 41

CERTIFICATE WRITTEN

009182-009191-0212 1/2

Lloyd's Register Foundation

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

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

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.*

Ed. Pennington

It is submitted that
this vessel is eligible for
THE RECORD.

U.A.

U.A.

12/5/41



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