

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

14 APR 1934

(Received at London Office)

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

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

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

Tonnage { Gross 207 Vessel built at Wivenhoe By whom Rennie, Forrest SB & Eng. Co. When 1917 - 6  
Net 109 Engines made at Oakland, Cal. By whom Atlas Imperial Diesel Eng. Co. When 1934  
(Donkey)

Nominal Horse Power { 96 Boilers, when made (Main) -

No. of Main Boilers - Owners LINEAS GRACE DE MEXICO Owners' Address Port MAZATLAN Voyage ---  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers -

Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Both - Gen. Engr. Dock Alameda,

in Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port FIT. NEW ENGINE & T.S. NEW.

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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 vitae 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.)

## 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).....	£	:	:	Fees applied for	19
Special Damage or Repair Fee (if any).....	£	:	:	Received by me,	19
(per Section 29.)					
Travelling expenses (if chargeable).....	£	:	:		19

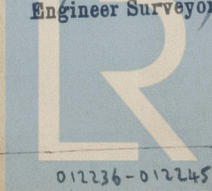
Committee's Minute

Assigned T. S. N. 3-34

NEW YORK APR 4 - 1934

Club

David Miller, J. B. Hallid  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

012236-012245-0321