

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

(Received at London Office)

12 OCT 1932

Date of writing Report 15/9/32 When handed in at Local Office 15-9-32 in Port of Kobe.  
 No. in Survey held at Tama. Date, First Survey 5/8/32 Last Survey 10/9/1932.  
 Reg. Book. 59774 on the Machinery of the Steel TWIN SCREW MOTOR VESSEL "CHILE" (No. of Visits Seven.)

Gross 6956 Vessel built at Copenhagen. By whom Akt. Burmeister & Wain When 1915 12mo.  
 Net 4433 Engines made at Copenhagen. By whom Akt. Burmeister & Wain. When 1915  
 Nominal Power 717 NHP Boilers, when made (Main) (Donkey) 1915  
 of Main Boilers -- Owners A/S Det Ostasiatiske Kompagni. Owners' Address (if not already recorded in Appendix to Register Book.)  
 of Donkey Boilers 1 Managers Port Copenhagen. Voyage --  
 Main Pressure -- If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Main Boilers 100 lbs. (State name of Dock.) --

Last Report No. 8758 Port Cpr.

## Particulars of Examination and Repairs (if any) PART LMC & REPAIRS

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.

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? --

as 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 " " " " " Not submitted for survey this time.

What 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? --

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

Has the shaft 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? --

What is the distance between lignum vitae of bearing of stern bush and top of after bearing of screw shaft? --

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

Vessel Afloat.

NOW DONE:--The following have been opened up, examined, overhauled and put in order:--

Port Main Engine.

No.5 Cylinder, liner, cover, valves, valve gear, piston, rods, guides, crosshead and bearings, crank pin, journals (Nos.6 & 7 from forward) and bearings. Thrust and tunnel shafts.

Starboard Main Engine.

Nos.1,2 & 3 Cylinders, liners, covers, valves, valve gears, pistons, rods, guides, crossheads, bearings, crank pins, journals (Nos.1,2,3 & 4 from forward).

Nos.4 & 5 Crank pins, journals and bearings.

All crank shaft journals examined.

Thrust and tunnel shafts.

Forward starting air receiver. P.T.O.

General Observations, Opinion, and Recommendation:-- The machinery of this vessel, so far as now

(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, E.S. 9.11, E.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

seen, is in safe working condition and eligible, in my opinion, to remain as classed and to have

record of \*LMC 9.32; on completion of the Survey.

Survey Fee (per Section 28) Yen 100:00 Fees applied for 12&13/9/32  
 Special Damage or Repair Fee (if any) Yen 300:00  
 Photographs Yen 100:00 Received by me, AD Morris  
 Travelling expenses (if chargeable) Yen 3:60  
Yen 120:00

Committee's Minute FRI, 28 OCT 1932  
 Assigned As now

FRI 4 NOV 1932  
 FRI 23 DEC 1932

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation  
 W155-0106

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Insert Particulars of Ship and Machinery precisely as in the Register Book.

OIL ENGINE  
 CONTINUOUS SURVEY

Daily service oil fuel tank, Starboard.  
Two cooling water pumps and their motors.  
Main Engines tried under working conditions.

WEAR AND TEAR REPAIRS:-

Starboard Main Engine:-

Top half No.5 bottom end replaced by spare.

No.3 Cylinder liner and replaced by spare.

Port Main Engine:-

No.5 crosshead bearings, bottom halves remetalled and pins skimmed up.

The port main engine crank shaft was found completely fractured at No.7 journal (from forward) adjacent to the web of No.6 crank. The after crank shaft was removed, numbers 5,6,7 & 8 bottom halves main bearings remetalled. The bearings were found good but remetalled in order to suit the spare crank shaft. The spare shaft has now been satisfactorily fitted; coupling bolts of both coupling ends renewed.

The thrust shaft and six plummer blocks adjusted and the shafting lined up.

The Underwriters requested an investigation and report as to the cause of the damage to the port crank shaft and a copy of that report is enclosed, also photographs of the fractured shaft.

Starboard Crank Shaft.

A number of fractures were found in No.4 journal (from forward) in way of the cam shaft gear. The forward crank shaft was removed and a new coupling end shrunk into the web (forging report attached). Forward crank shaft replaced. No.3 bottom half main bearing remetalled and shaft satisfactorily bedded. Coupling holes reamer'd through and new bolts fitted.

On completion of the repairs the port and starboard main engines were tried under full working conditions at sea and found satisfactory.

At the request of the Owners the broken port shaft is being returned to Copenhagen for further investigation.

The fractured journal of the starboard shaft is also being returned.

A plan showing the position of the fractures to the port and starboard crank shaft is attached.

To complete the LMC:- the remaining requirements of the Rules to be carried out.

It is stated that this will be done at Copenhagen.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.



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