

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

(Received at London Office 14 JAN 1928)

Port of LOS ANGELES, CALIFORNIA.

Date of writing Report 19 When handed in at Local Office 19

No. in Reg. Book. Survey held at LOS ANGELES HARBOR, CALIF. Date, First Survey Dec. 9 Last Survey Dec. 9 1927

18579 on the Machinery of the ~~Wilmington~~ Steel S.S. "CHUKY" (SAN PEDRO) (No. of Visits 1)

Tonnage { Gross 6921 Net 4248 Vessel built at Glasgow By whom Blythwood S.B.Co.Ld. When 1922 - 9

Nominal Horse Power { 616 Engines made at " By whom Dunsmuir & Jackson When 1922

No. of Main Boilers 3SB Boilers, when made (Main) 1922 (Donkey) ---

No. of Donkey Boilers --- Owners Chile S.S. Co. Inc. Owners' Address (if not already recorded in Appendix to Register Book) Port New York Voyage Tocopilla.

Steam Pressure in Main Boilers 215 Managers If Surveyed Afloat or in Dry Dock D.Dk. - L.A.SB & DD Corp. (State name of Dock.)

in Donkey Boilers ---

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking & Boiler Repairs.

(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? No

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 Boiler?

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? 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 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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

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

NOW DONE:- The vessel placed on dry dock, the fastenings of propeller and sea connections examined and found in order.

A new furnace was fitted in place in the starboard boiler as the centre furnace of this boiler had shown up a slight defect in the weld. The new furnace was stamped No.995 and No.126 Tensile - 26-3-0 and elong. 29% also L.R. A hydraulic pressure 50 lbs. in excess of the working pressure was applied and all the caulking and riveting of this furnace was found tight, and in good order.

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, any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 11, B.S. 11, or 140 lb., F.D., &c.)

The Machinery of this vessel, so far as seen, is now in efficient condition, eligible in my opinion to be continued as Classed without fresh record of Survey.

Survey Fee (per Section 29) \$15.00

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Fees applied for Dec. 15 1927

Received by me, 19

Committee's Minute NEW YORK JAN -4 1928

Assigned As usual

TUES. 3 APR 1928

Engineer Surveyor to Lloyd's Register

Lloyd's Register Foundation

N675 - 0216

is ink, or to cause it to show through the other side.

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19/1/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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