

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

(Received at London Office

24 MAR 1950

Date of writing Report 14/2/50 19 When handed in at Local Office 14/2/50 19 Port of Valparaiso

Survey held at Valparaiso Date, First Survey and Last Survey 9/2/50 19

7325 on the Machinery of the Wood, Iron or Steel s/s "Don Luis" (No. of Visits 1)

Gross 2629 Vessel built at Hull By whom Earle's Co. Ltd. Year. Month. 1906 - 10

Net 1653 Engines made at Hull By whom Earle's Co. Ltd. When 1906

Nominal Horse Power 270MN Boilers, when made (Main) 1906 (Donkey) --

of Main Boilers 2SB Owners Cia. Carbon e Industrial de Lota Owners' Address

of Donkey Boilers -- Managers Port Valparaiso Voyage

am Pressure 170lbs If Surveyed Afloat in Dry Dock Harbour & Floating Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers --

st Report No. Port

Particulars of Examination and Repairs (if any). Sea valves

Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sides 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

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

CHARACTER + for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.H., if any)
*100A1		*L.M.C.
Vpo. 12-48		B.S. 11-48
ss Vpo. 3rd No. 3		M.S. 1-44
1-44		T.S. (CL) 12-48

a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Donkey " " " " "

s was not done, state for what reasons? Survey not due.

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? --

latest date of internal examination of each boiler -- Present condition of funnel(s) --

he Surveyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? --

he Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

he Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- and of the Donkey Boilers? --

he Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

he Surveyor examine all the mountings of the Main Boilers? -- and of the Donkey Boilers? --

crew 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? --

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

he 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? --

late of examination of Screw Shaft -- State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 90/1000"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~not~~ fitted? yes

did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

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

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

vey steam pipes to be examined and tested. Permanent repairs and renewals to be carried

t to electric installation. See Vpo. Report No. 2604.

w done.

Vessel in drydock, propeller, aft end of stern bush, sea valves and outside

stenings examined and found in good condition.

l Observations, Opinion, and Recommendation:— The machinery of this vessel as far as now seen is

ate 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.S.M.S. 9,11, + L.M.C. 9,11 or + LMC 140lb., F.D., &c.)

CS 3,34,

safe working condition and eligible in my opinion to remain as classed with fresh record

M.S. (with date) when survey completed.

ee (per Section 29.) Sea valves \$ 700.00 Fees applied for

10% Gov. Tax \$ 70.00 13/2/50

Damage or Repair Fee (if any)

(per Section 29.)

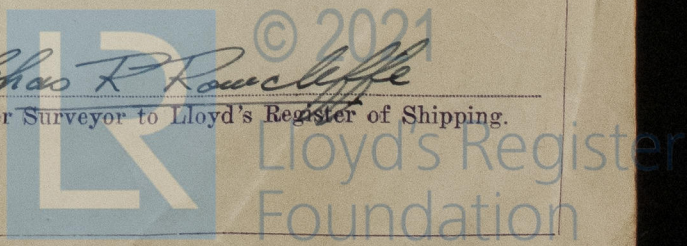
expenses (if chargeable)

Not paid to date

tee's Minute FRI. 14 APR 1950

Deferred

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