

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

NOV 1954

Date of writing Report 13th Nov 1954 When handed in at Local Office 1954 Port of Talcahuano

Survey held at San Vicente and Lirquen Date First Survey 7th Last Survey 12th Nov 1954 (No. of Visits)

36 on the Machinery of the Wood, Iron or Steel S.S. ALAMO

Gross 5878 Vessel built at Belfast By whom Workman Clark and Co. When 1923 6
 Net 3504 Engines made at ditto By whom ditto When 1923
 531 Boilers, when made (Main) (Donkey)
 Owners Naviera Chilena del Pacifico Owners' Address (if not already recorded in Appendix to Register Book.)
 of Main Boilers 3 Managers ditto Port Valparaiso Voyage
 of Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat
 Main Boilers 200 (State name of Dock.)
 Donkey Boilers
 st Report No. Port

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A I		+ LMC 6-51
253 3, 54.		BS 11-53
Reclassified 11, 52.		TS C1 2-53
SS N.S. 651(D)		

Particulars of Examination and Repairs (if any) Testing of Main Engine

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 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 after stranding

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

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

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at 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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Not complete; Vessel to be examined at Valparaiso and repaired as found necessary.

Vessel after stranding at Puerto Eden on October 6th 1954, arrived at San Vicente to unload cargo of Lime stone, and there to proceed with a cargo of three thousand tons of coal from Lirquen to Valparaiso for repairs.

Parts affected by stranding approx from #1 Hold to Engine room.

Now done: Engine tested and found indication of slight misalignment, but permits vessel to proceed to Valparaiso.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as now seen permits

(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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

Vessel to proceed direct to Valparaiso after loading coal in Lirquen, there to have engine verified for alignment and further examination.

Survey Fee (per Section 23) £ 4 000 Fees applied for, 19

Special Damage or Repair Fee (if any) £ (per Section 23.) Received by me, 19

Travelling expenses (if chargeable) £

Committee's Minute

Assigned

TUESDAY 14 DEC 1954

Deferred

Engineer Surveyor to Lloyd's Register of Shipping
SURVEYOR TO LLOYD'S REGISTER OF SHIPPING
TALCAHUANO

Lloyd's Register Foundation

005096-008100-0062

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

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