

Rpt. 9.

DISCLOSED  
RAY No. 1000

No. 1782

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

Date of writing Report 6/9/41

When handed in at Local Office

(Received at London Office)

Port of Valparaiso

No. in  
Reg. Book.

Survey held at Valparaiso

Date, First Survey 21/8/41

Last Survey 5/9/41 - 19

72781

on the Machinery of the Wood, Iron or Steel

S.S. "COYHAIQUE"

(No. of Visits 6)

Tonnage

Gross 1099

Net 647

Vessel built at Middlesburgh

By whom W. Harkness &amp; Son

When 1908

Nominal  
Horse Power

171

Engines made at Sunderland

By whom Mc. Coll &amp; Follack

When do

No. of Main Boilers

2

Boilers, when made (Main) 1908

(Donkey) none

No. of Donkey Boilers

0

Managers do

Owners' Address Valparaiso

(if not already recorded in Appendix to Register Book.)

Port Valparaiso

Voyage coasting

Steam Pressure—

180lbs

in Main Boilers

If Surveyed Afloat or in Dry Dock afloat

(State name of Dock.)

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 elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A.1. 9,39		LMC 11,38
S.S. Vpo 2 No 3-1.34 ssVpo. No. 1-37		C.L. N. 11,38 B.S. 8,40

Last Report No. 1709. Port Vpo.

## 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? yes

" " Donkey " " none "

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?

State latest date of internal examination of each boiler? Starbd. 21/8/41 Port 29/8/41

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? none To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? yes, 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 date 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

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Annual Boiler Survey, Etc.:-

Boilers have now been emptied and examined internally and externally, heating surfaces were found in fairly dirty condition and were then well scaled and are now in good condition, tubes and stays were revised and approximately 53 common tubes cut out and renewed, several stay nuts in the back ends were also renewed and all left in order, manhole doors are a good fit and fastenings in good condition. shell plating, furnaces, backends, uptakes, smokeboxes and funnel are in good condition, all mountings were opened up, examined, adjusted and left in good order, safety valves were set to blow off at 180lbs, Machinery:- all three cylinders have now been opened up for examination, pistons taken adrift and rings adjusted, cylinders and pistons are in good condition,

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

L.M.C.

CS 3,34,

Recommend that this vessel remain as classed  
in the Register Book and that the record of  
B.S. 8,41 be made.

Survey Fee (per Section 29) £ 18-

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £ 6-10

Fees applied for

6/9/41

Received by me,

not paid to date

up to date

Committee's Minute

FRI. 21 NOV 1941

TUE. 2 DEC 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

009409-009417-0218



B. de S. 11. 1841

Some tubes removed from the vessel

It is submitted that  
this vessel is eligible for  
THE RECORD.

B. 9. 41

4  
Rus

18.11.41

Note paid Mrs



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