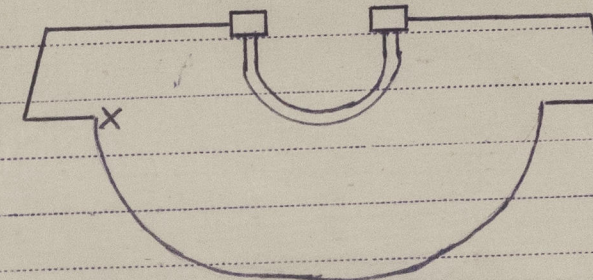






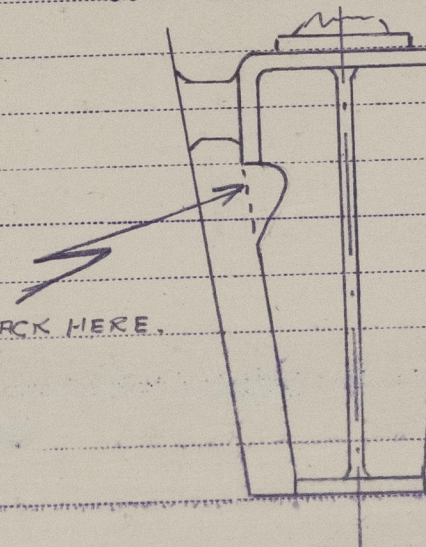
T.S.M.V. "DIRECTOR MADARIAGA"

Two other fractures noted in this engine and positioned as in sketch, in way of Nos. 3 and 5 main bearings, port side.



Now done:- The above "Further fractures" satisfactorily veed out and welded.

On the turbo blower supports for port and starboard engines it was seen that fractures had developed in the same place in all four supports and with the view of correcting this trouble the supports have been cut away, in way of fractures, as shown in sketch



SUPPORTS CUT BACK HERE.

Subject to fractures in port and starboard main engine bedplates being re-examined before the end of 11,59 (12 months).-

32 Essential Independent Pumps (Identify by position)  
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls  
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?  
35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)  
38 Independent Air Compressors, Coolers & Safety Devices  
39 Air Receivers & Safety devices—Main 40 Auxiliary  
41 Oil Fuel Tanks (Not forming part of hull structure)  
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?  
44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
a Generators				1 Generators & Governors
b Exciters				m Motors
c Air Coolers				n Switchboards & Fittings
d Motors				o Circuit Breakers
e Air Coolers				p Cables
f Control Gear, Cables, etc.				q Insulation Resistance
g Insulation Resistance				r Steering Gear Generators and Motors
h Insulating Oil Test				s Navigation Light Indicators
i Overspeed Governors				
j Magnetic Couplings				
k Air Gap				

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN ~~STEREOTYPE~~ DONKEY ~~STEREOTYPE~~  
Waternube Port 17-11-58.  
Superheaters Port and starboard. Good.  
Safety Valves Port and starboard. Good.  
Mountings, Doors & Fastenings not adjusted (exhaust gas).  
Safety Valves Adjusted to Sat. Port and starboard Good.  
Boiler Securing Arrangements Exhaust Gas Heated Economisers  
Main Economisers Steam Generator Safety Valves Adjusted to  
Steam Heated Steam Generators Forced Circulating Pumps  
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Funnel  
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)  
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARES OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

To complete the W.I. DBS. A statement is required signed by the Chief Engineer covering the satisfactory adjustment of the port and starboard water tube donkey boilers(exhaust gas).

The "Prefectura Nacional Maritima", have, because they consider the "tubes unsatisfactory", sealed the stop valve of the port water tube boiler, and in consequence the Chief Engineer will not be able to adjust the valves of this boiler until the tubes have been dealt with to the satisfaction of the Prefectura and the stop valve unsealed. It was stated by the Owners that we would be kept informed on this matter, and hoped to be able to adjust the valves in the near future.-

PORT MAIN ENGINE :- Fractures noted on port and starboard sides of Nos. 4 and 5 main bearing pockets

STARBOARD MAIN ENGINE:- Fractures as above noted on starboard side of N<sup>o</sup> 2 and N<sup>o</sup> 4, and port side of N<sup>o</sup> 5 main bearing pockets.

Since stiffeners are at present fitted in way of these fractures, nothing done at this time.

"Further fractures" Port Main Engine On welded attachment of stiffener on inner face of column in way of N<sup>o</sup> 2 main bearing port and starboard, and in way of N<sup>o</sup> 5 main bearing starboard side only.

Starboard Main Engine As above in way of N<sup>o</sup> 2 main bearing starboard side. (Please see follower).

Survey fees DBS \$ 1,600.00  
Engine Defect \$ 1,800.00

Damage fee \$  
Expenses \$ 250.00

Date when A/o rendered 8-12-58.-

LEAVE THIS SPACE BLANK