

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

(Received at London Office

21 JUL 1952

Date of writing Report 10/6/52 When handed in at Local Office 10/6/52 Port of Valparaiso  
 No in Reg. Book. Survey held at Valparaiso Date. First Survey 5/5/52 Last Survey 29/5/1952  
 on the Machinery of the Wood, Iron or Steel M/V "Amadeo" (No. of Visits 4)

Gross Tonnage 3799 Vessel built at Savannah, Ga. By whom Southeastern S.B. Corp. Year 1945 Month       
 Net Tonnage 2160 Completed at Norfolk, Va. By whom Welding Shipyards, Inc. When 1948  
 Nominal Horse Power 340 Engines made at Hamilton, O. By whom General Machinery Corp. When 1945  
 Boilers, when made (Main)      (Donkey)       
 Owners Cia. Chilena de Nav. Interoceánica Owners' Address       
 Managers Fernando Carreras Port Valparaiso Voyage       
 If Surveyed Afloat or in Dry Dock Floating Dock  
 (State name of Dock.)

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned new or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1		
Vpo. 8-51		D.B.S. 5-51
(Class Cont)		T.S. (CL) 1-51
		Examined 1/52
		Oil Eng.

Last Report No.      Port       
 Particulars of Examination and Repairs (if any) Continuous Survey & DBS  
 Periodical Surveys, when held, must be reported in detail and serially 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.

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 through examination at this time?     

Do the same for Donkey Boilers? yes

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? 8/5/52

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

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

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

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? yes

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? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

When 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. Remote control for oil fuel transfer pump, outside machinery space, to be fitted.

What was examined:

Propeller, aft end stern bush, sea valves and fastenings.

6 main engine cylinder liner, cover, valves and valve gear, piston, connecting rod, top end pin and bush, crankpin and bearing.

Auxiliary air compressor and motor.

Fresh water coolers. Lubricating oil coolers.

Intermediate shaft.

Electric installation throughout.

Donkey boiler throughout, safety valves adjusted under steam.

Pumping arrangements examined and tested under working conditions.

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

CS 3,34 The machinery and donkey boiler of this vessel as far as now seen is in safe working condition and eligible in my opinion to have record of D.B.S. 5-52 and L.M.C.(CS) 5-52 (when remote control to oil fuel transfer pump fitted)

Fee (per Section 29) C.S. \$ 4,000.- Fees applied for 2/6/1952  
 DBS 2,400.-  
 Damage or Repair Fee (if any) £ : :  
 (per Section 29.) 10% Tax £ 640.- Received by me, Not paid to date  
 Printing expenses (if chargeable) £ 59,000.-  
 Committee's Minute 10% Tax £ 5,900.-

Classif. & s.s. LMC CS 5,52 Oil Eng Subject (with endorsement),  
 DBS 5,52. C.L. D.B. 100lb.

TUES. 12 AUG 1952

*Chas R Rouchiffe*  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

R.M.C.(ED.)

Is a Certificate required? If so, to be sent to 014004-014014-0170