

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

JAN 22 1940

held at Station Date, First Survey 17th January 1940 Port of Copenhagen Last Survey 29th Dec 1939 (No. of Visits 4)

Machinery of the Wood, Iron or Steel Twin Se. "CHILE" Year. Month.

Vessel built at Copenhagen By whom Aht. Bunnecke & Wain When 1915-12

Engines made at Copen. By whom Aht. Bunnecke & Wain When 1915

Boilers, when made (Main) (Donkey) 1940 NDB

Owners Det Opsialistiske Rejseselskab Owners' Address (if not already recorded in Appendix to Register Book.)

Managers - Port Copenhagen Voyage -

If Surveyed Afloat or in Dry Dock on piers - afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port -

of Examination and Repairs (if any) Damage - CS. repair

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and in the body of the report, should be briefly summarised at the end of the report. State also the any letters respecting this case.

Has the Surveyor has not made a special damage report he is required to state whether he declines for this purpose, and why they were declined yes, but not required

Has it been made by anyone else? If so, by whom? yes, insurance surveyor

Does he usually go inside each Main Boiler separately and make a thorough examination at this time? yes

Does he usually go inside each Donkey Boiler separately and make a thorough examination at this time? yes

State for what reasons? -

Boilers could not be thus thoroughly examined? -

Tests, in the absence of internal examination, were adopted by the Surveyor himself of the thorough efficiency of those parts of each Boiler? -

Internal examination of each boiler? - Present condition of funnel(s) -

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

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

Examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? -

Examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

How often has the Main Shaft been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

When changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has it been fitted 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/1-39 Is electric light and/or power fitted? yes

Should the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft, when referred to by numbers, should be counted from forward. -

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

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

Should the Surveyor, if not complete, state what arrangements have been made for its completion and what remains to be done? -

DAMAGE.

Damage stated due to vessel passing floating logs of timber 19/9-39 & landing in the Twin Boilers 9/12-39. The propeller shaft examined & found good with no tubes, stern bushes lignum vitae etc and the propeller. A cone clamp opened up, examined & found good.

Main & Aux Repair

Main & Aux Repair: - The broken crank shaft replaced by a new one marked LLOYD'S NO 4638 C.V. 18.3.39. The bedplate & the cylinder entable with cylinder liners which broke when the crank shaft failed removed.

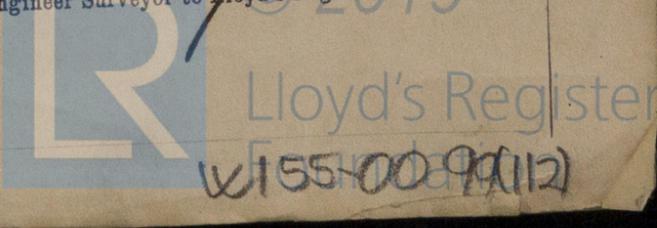
Observations, Opinion, and Recommendation:

Recommend the vessel's machinery to remain as now and to have notation in the Register Book of L.M.C.-CS with new date. The survey has been completed and of NDB-140-11426 and last shaft 1.40. The vessel's name may now be removed from the S.R. List.

Fees applied for 17.1.19 40. Received by me, 19.

J. Langhille Jensen, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute signed 3.39 as now NDB-140 Without spl Cond



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

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

Professors Lager Continuation of Report No. 11089. dated 17th January 1940 on the

Steamer Se. "CHILE"

engine with air compressor overhauled complete.
new donkey boiler, as per Report No. 11088 herewith, has
been fitted. The main steam pipe annealed & hydro-
tested to twice the working pressure. The safety valve
adjusted to 114 lbs/sq. in.

Advance work of Continuation Survey.

The following parts have now been opened up examined &
found good:- Starboard Main Engine:- No. 3 cylinder, pistons
& valves & gears

port centre auxiliary engine complete with air compressor,
working air receiver & spare air receiver internally & externally
the port cooling water pump
the aftermost electric driven belt & sanitary pumps.
the sea connections.
the oil fuel installation for the donkey boiler J. L. J.



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