

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

(Received at London Office)

AUG - 8 1938

1508. WRECK, B.L.

No. 146

Date of writing Report 6th July/38, When handed in at Local Office 19 Port of VALPARAISO.

No. in Reg. Book. Survey held at VALPARAISO. Date, First Survey 16th May Last Survey 28/6/38 19 (No. of Visits 5)

20392 on the Machinery of the Wood, Iron or Steel s.s. "ARAUCANIA".

Tonnage Gross 624. Net 459. Vessel built at Smith Dock Co. Ltd By whom Middlesbro'. When 1918

Nominal Horse Power 116 HP. Engines made at do By whom do. When do.

No. of Main Boilers 1 Owners T. LANDGREN &amp; Coy. Owners' Address VALPARAISO. (Donkey)

No. of Donkey Boilers 0 Managers DO Port Voyage

Steam Pressure in Main Boilers 180. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)

Last Report No. 1462 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 " " 0.

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 28/6/38. Present condition of funnel(s) good.

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? 0 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 Boilers?

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

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

This vessel was laid up here from the 16th May to the 22nd June, advantage was taken of same to clean and examine the main boiler, and effect minor repairs to various parts of the main engines; the principal work taken in hand being as follows:

The main boiler was well cleaned out and examined, Shell - furnaces - and combustion chambers were all seen to be in very good condition. Several defective tubes were taken out and others fitted, amounting to 60 altogether. A number of rivet heads in the combustion chambers being wasted have now been electric welded. several seams at same, showing a slight leakage were also welded. All mountings were overhauled, examined and made good. Boiler was tested to 250 lbs hydraulic and found in good order. All loose and broken boiler covering was renewed. When steam was raised, safety valve was set to 180 lbs wp. and all found in order. All minor overhauling repairs were seen to.

Inside of vessel was scaled, cleaned and painted, and outside from water line up. Other minor repairs, (see damage report) were attended to.

General Observations, Opinion, and Recommendation: repairs, (see damage report) were attended to. (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.&M.S. 9/11, & L.M.C. 9/11, or L.M.C. 140 lb., F.D., &c.)

Recommend that this vessel remain as classed in the R. B. and have the annotation:- B.S. 6/38, and date of Last Survey 6/38 assigned her.

Survey Fee (per Section 29) Boiler £ 6 : 0 : 0. Fees applied for 6/7/38  
Special Damage or Repair Fee (if any) Smalls £ 3 : 3 : 0.  
(per Section 29.)  
Travelling expenses (if chargeable) £ 1 : 0 : 0. Received by me, Not pd to date.

Committee's Minute

Assigned

FRI AUG 19 1938

BS 6.38

W. J. Smith  
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

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