

ADVISED TO  
Liverpool

WED. DEC. 10. 1919

Valparaiso, October 2nd., 1919.-

S. S. "MEMPHIS"

THIS IS TO CERTIFY that

A. F. SMITH

undersigned Surveyor to this Society did at the request of the Manager of the Pacific Steam Navigation Company proceed to Talcahuano on the 9th., for the purpose of examining the three German steamers:-  
"Memphis", "Hitokris" and "Alda" which were moored in Talcahuano harbour.

The "Memphis" being empty was ready to be dry docked on arrival. Some considerable expense had to be gone to in rearranging dock blocks, the dock being in two sections with the sill of the inner dock raised four feet higher than the outer dock and the vessel being of such length that both docks were required. The blocks had to be built up full length of the outer dock to come to level to the blocks in the inner dock. A considerable number of logs had to be purchased and labour expended in carrying out this rearrangement and raising of keel blocks. Also the necessity of raising the bilge blocks to the required height.

Owing to the stormy weather prevailing the vessel was not dried until the 11th. When the dock was pumped dry the whole submerged surface had an extraordinary accumulation of marine growth firmly attached to it. In some places the barnacles measured over a foot in length. The growth was adhering firmly to the plating requiring considerable force to remove it. The two strakes of plating between wind and water had a heavy scale, this had to be beaten off.

When the cleaning was completed the bottom was examined and the plating found in a very fair state of preservation..

The rudder was examined and tried and found all in good

When the plating was dry the whole surface from light line to keel had a coat of anticorrosive and one coat of antifouling

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Memphis- 2 -Cont'd. 2/20/19.-

tions. The part sealed at water line having two coats of  
corrosive.

Anchor cable was ranged in bottom of dock and carefully examined  
regularly at shackles which were found all firm and in good order,  
being also in good condition.

All sea cocks and valves were opened up and cleaned, grids being  
used for the purpose of cleaning and examination, valves and cocks  
examined and found all in good order.

Shafting was dismantled and shaft drawn in as far as  
would allow and shaft minutely examined at neck inside and  
outside and found all in order. Vessel having made only two voyages  
since being built in 1913 and there being only a working clearance  
between bush it was considered unnecessary to take off propeller.

Propeller nut was sound and found firm and well locked in place.

Connecting up shafting all bearings and thrust were carefully  
examined and found sound and of good surface.

Vessel left dry dock on the morning of the 17th., September  
having been in dock 6 days.

Ballast tanks were each tested separately and found tight and  
in good order, all timber boards having been raised for inspecting  
and also bilges which were all found dry and in good order.

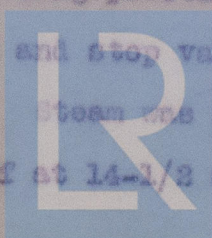
All pumps were examined and found in good working order also  
piping and air pipes. Watertight doors were tried and found to

work properly. All hatches were tried in place and are complete and

all.

Boilers These were each examined separately and found thoroughly  
in good condition. This vessel is fitted with Houdens forced  
water heater and which necessitates the use of a very dense quality of cylinder  
otherwise cylinders and valves will cut badly. This system is very  
local when properly used.

All boiler mountings being practically new are in first  
condition. Safety valves, check and stop valves were opened up  
and found in good order. Steam was raised on all boilers  
safety valves adjusted to blow off at 14-1/2 atmph., per sq. cm.



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Notes:-

These were opened up and examined according to the requirements stipulated in Lloyd's Rules for S.S. No. 2. Also all auxiliary machinery was tried under steam and found in good working order. Windlass and steering engine getting a good trial when vessel entering and leaving dock.

After leaving dry dock steam was raised on all cylinders and safety valves adjusted after which the vessel was subjected to a two hours speed trial under emergency conditions, i.e.:-- going full ahead, full astern was signalled from the bridge and several times to which the engines responded immediately giving no indications of stiffness or weakness anywhere.

F.B.- This vessel being fitted with "superheater" she is supplied with high grade, high temperature oil for under lubrication, steam being highly superheated, considerable steam will come from the engine and valve faces outboard, previously used is marked "B" CYLINDER, supplied by Standard Oil Coy., San Francisco, Calif.



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Referred to the Chief Ship Surveyor.  
and the Chief Engineer Surveyor.

DEC 10 1905

Also for Mr. S. A. Hill to note  
Referred to Mr. Mayne.

*The term to be used for the above*



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