

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

(Received at London Office)

Date of writing Report May 5<sup>th</sup> 1944 When handed in at Local Office May 5<sup>th</sup> 1944 Port of Punta Arenas (Chile)  
 No. in Reg. Book. 81233 Survey held at Punta Arenas (Chile) Date, First Survey May 2<sup>nd</sup> Last Survey May 5<sup>th</sup> 1944  
 on the Machinery of the Wood, Iron or Steel S/s. "Rio Verde" No. of Visits Four  
 Gross Tonnage 617 Vessel built at Lowestoft By whom J. Chambers Ltd When 1921 5<sup>me</sup>  
 Net Tonnage 278 Engines made at Dundee By whom Jeaman & Baggesen When 1921  
 Nominal Horse Power 96 Boilers, when made (Main) 1921 (Donkey) 1921  
 No. of Main Boilers 1 Owners Compania Chilena de Owners' Address Calle Almirante Senoret 47 Val-  
 No. of Donkey Boilers 1 Managers Navegacion Interoceanica (if not already recorded in Appendix to Register Book). paraiso  
 Steam Pressure in Main Boilers 180 lbs Port Valparaiso Voyage Punta Arenas  
 in Donkey Boilers 100 lbs If surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Class Assigned to the vessel.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+</u> 100 A-1		<u>+</u> LMC 5.41
<u>943 5-41</u>		<u>B.S. 8-43</u>
<u>S.S. P. Ar. N°35 5-41</u>		<u>NTS. 9-43 CL</u>

Last Report No. 20/8/43 Port Punta Arenas 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?

Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

The Main Boiler + Donkey Boiler were tested under full working steam pressures of 180 + 100 lbs per sq. inch respectively, at which pressures the safety valves are set; no defects showed in either case.

## 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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9.11, to E.S. 9.11, or E.L.M.C. 140 lb., F.D., &c.)

I recommend the Record be retained as in the Register Book.

Survey Fee (per Section 25) Agents

£ 5. 5. 0

Fees applied for

Special Damage or Repair Fee (if any) (per Section 25.)

£ ~ ~ ~

May 5<sup>th</sup> 1944

Travelling Expenses (if chargeable).....

£ ~ ~ ~

Received by me, 19

Committee's Minute

Assigned

Ack L17

LLOYD'S AGENT



Engineer Surveyor to Lloyd's Register of Shipping

Surveyor appointed by Lloyd's Agent

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Lloyd's Register Foundation



BS due 8.44 now told.

It is submitted that  
this report is eligible for  
THE RECORD. BS 5:44.

L.S.  
5/7/44.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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