

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

10 OCT 1932

(Received at London Office)

of writing Report 5th October 1932 When handed in at Local Office 6th October 1932 Port of Gibraltar

Survey held at Gibraltar Date, First Survey 29th Sept Last Survey 1st Oct 1932  
(No. of Visits Continuous)

on the Machinery of the Wood, Iron or Steel Quad Se S. "Resc"

Gross 50100 Vessel built at Aestri Ponente By whom Col. Anon. Casaldo When 1932  
Net \_\_\_\_\_ Engines made at Empadua By whom \_\_\_\_\_ When \_\_\_\_\_

Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_

Owners Staha (Flotte Kiinite Owners' Address)  
Managers Cosulich, Lloyd Sabaud, Macdonald Port Genoa Voyage New York

If Surveyed Afloat or in Dry Dock Afloat  
(State name of Dock.) \_\_\_\_\_

### 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.	Years since last survey expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
<u>100A1</u> <u>with fireboard</u> <u>(Glass contemplated)</u>		

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) \_\_\_\_\_

Surveys, 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 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarized at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined?

Damage report made by anyone else? If so, by whom? \_\_\_\_\_

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? \_\_\_\_\_

" Donkey " " " \_\_\_\_\_

Is not done, state for what reasons? \_\_\_\_\_

Parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

Special means, in the absence of internal examination, were adopted by the Surveyor or to assure himself of the thorough efficiency of those parts of each Boiler? \_\_\_\_\_

Surveyor examine the Safety Valves of the Main Boiler? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Surveyor examine the Safety Valves of Donkey Boiler? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boilers? \_\_\_\_\_

Surveyor examine the drain plugs of the Main Boilers? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

Surveyor examine all the mountings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

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? \_\_\_\_\_

Shaft now been changed? \_\_\_\_\_ If so, state reasons \_\_\_\_\_

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? \_\_\_\_\_

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft \_\_\_\_\_

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

*This vessel was surveyed in order to survey three damaged turbo generators, and to recommend what temporary repairs were necessary enable her to continue her voyage to New York.*

*It was stated that at about 10 p.m. September 28th 1932, when this vessel was on her maiden voyage from Genoa to New York, owing to timing, first in the evaporators and afterwards in the main boilers, steam was discharging direct into the three damaged turbo generators, reaction blades were stripped thereby, and the impulse blades damaged, also in consequence the bucket thrust bearings overheated.*

*The speed of the vessel was reduced and it was decided to put in Gibraltar for survey and repairs.*

(Continued)

### General Observations, Opinion, and Recommendation:—

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, or L.M.C. 9,11, 100 lb., F.D., &c.)

*Recommended that she be allowed to proceed on her intended voyage, subject to permanent repairs being carried out at New York under the supervision of the Society's Surveyors.*

per Section 29).....	£	:	:	Fees applied for
Age or Repair Fee (if any).....	£	15	15	0
Expenses (if chargeable).....	£	2	12	6
				24d Oct 1932
				Received by me,
				19

*W. Matthews*  
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 25 OCT 1932

TUE 3 JAN 1933

See for J.C. 15647

FRI. 3 MAR 1933  
FRI. 26 MAY 1933



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

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

Accompanied by Engineer Captain A.V. Sharpe, R.N., Chief Engineer, H.M. Dockyard, Gibraltar, I found and recommended as follows:—

Approximately 81% of the total electric power plant put out of action. Existing light and power being supplied by three, 780 K.W. Diesel driven sets.

The services of H.M. Dockyard Engineering Staff were engaged and with the Ship's Engineers, the work proceeded continuously.

The three, 1250 K.W. Turbines were opened out. No. 1 being inaccessible and lacking in lifting arrangements, it was decided not to attempt any repairs at this Port. Nos. 2 and 3 top casings were removed entirely and the rotors lifted out.

Summary of Damage.

Impulse blades burred and worn at the edges, otherwise in safe condition.

Temporary repairs effected.

Dressed up and tested for soundness in rotors and casings.

Reaction blade rings badly mutilated and stripped.

Defective blade rings cut out, and all apertures and steam passages cleared of debris.

Dummy gland rings sheared off and/or burred over.

A sufficient number of ~~reaction~~ strips fitted or faired for the voyage.

Trichel thrust bearing pads partly melted and damaged, thrust collars scored.

Bearing pads sent to the Dockyard, remetalled and machined. Thrust collars filed up and polished. Tested and made true to a specially made surfacing block.

Turbo generators Nos. 2 and 3 were connected up and tested to a load of 310 K.W. each and a certificate issued.

New York Surveyors advised by telegram.

N.B.—If this Report is copied by copying Press, special 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.