

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

3rd March 26

When handed in at Local Office

(Received at London Office)

Y MAR

Date of writing Report
No. in Reg. Book. Survey held at Lisbon

12620 on the Machinery of the Wood, Iron or Steel Vessel "Alfonso Perez"

Gross 5743

Tonnage Net 4,80

Nominal Horse Power 544

No. of Main Boilers 3

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 190

in Donkey Boilers 1

Vessel built at Vancouver By whom J. Coughlan Sons When 1919 2mo

Engines made at Wellsville N.Y. By whom Kerr Turbine Co. When 1919.

Boilers, when made (Main) 1919 (Donkey)

Owners Mr. A. F. Perez Owners' Address

Managers Port Santander Voyage Rotterdam

If Surveyed Afloat or in Dry Dock afloat.

Last Report No. 16332 Port Hpl

Particulars of Examination and Repairs (if any) damage.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on 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 summarised at the end of the report. State also the initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he has 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

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 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 Boiler?

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 its being efficiently lubricated?

now been changed? If so, state reasons

Is it now fitted new?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of its being efficiently lubricated?

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

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

el having put into this port with damage to propelling, turbine, machinery

On examination found: - Recommended -

After requested removal of manhole Turbine be opened up for on exhaust casing, sandy blades further examination damaged in last ahead expansion & several missing.

After recommendation of item No. 1 Vessel be removed to repair effected, 16 blades of 6th expansion works, blade discs removed, missing & found jammed in casing guide defective blade removed & blading & other blades loose; 2 blades renewed & loose blades in 7th expansion missing & all other removed & examined, etc; blades loose & damaged.

General Observations, Opinion, and Recommendation:-

State clearly what alterations, 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, 140 lb., F.D., &c.)

Recommended vessel's class be continued without addition or variation subject to Boiler Survey being effected at Rotterdam.

Date (per Section 28)

26.3.26

Fees applied for

19 182.10.0

Damages or Repair Fee (if any) (per Section 28)

26.3.26

Received by me,

19

Expenses (if chargeable) including Sunday & trials

26.3.26

Received by me,

19

Committee's Minute

12 MARCH 1926

Received by me,

19

Defered for

12 MARCH 1926

Received by me,

19

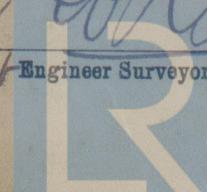
Written on 12/3/26

12 MARCH 1926

Received by me,

19

L. O. Kennedy
Assistant Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

In account of damage cause not stated
Turbine rotor removed to ship blading
made good & casing examined

B. of due 1/125. tota 10000 Rotterdam
Ships ready and.

It is submitted that
this vessel is eligible to
remain as CLASSED. Subject to
recommendations being carried
out and dry docking & to
the safety orders of port
& centre orders being
carried out as opportunity
permits.

10/3/26

Blue Box

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.

On examination found cont'd:- Recommended:-

In 8th expansion, as for item No. 1; last two stages of guide blading in upper & lower halves of casing badly damaged especially in last stage but one.

For dealing with as found necessary.

It was at first recommended that new blade discs & blading complete be ordered from Makers but it was preferred to do repairs here; further recommended that double reduction gearing should be opened up for examination as I was not satisfied with position of 1st stage reduction pinion shaft & it was subsequently found necessary to recommend that all bearings, including rotor bearings, be remetalled & shafts properly aligned with exception of last gearwheel shaft connected to thrust shaft in view the different wheel & pinion shafts were out of alignment with the gauges of different amounts up to 2^m/m.

It was later found necessary to renew all blading of 7th expansion disc & to renew a larger number of blades in 6th & 8th expansion than could be seen at first also electrically weld round whole of periphery of 8th expansion to secure blading. All 3 repaired discs were balanced separately & finally rotor complete. Work was carried out as recommended & under my supervision, working trial made also full power trial under sea-going conditions.

Information has been given that Owner contemplates removing turbine installation & fitting reciprocating steam engines at Rotterdam.

* THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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