

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

Date of writing Report 3rd March 1926 When handed in at Local Office Lisbon Port of Lisbon

No. in Reg. Book 12620 Survey held at Lisbon Date, First Survey 8th Dec 25 Last Survey 16th March 1926

on the Machinery of the Wood, Iron or Steel Sc. R. Alfonso Perez (No. of Trials 21)

Tonnage { Gross 5743 Net 4180 Vessel built at Vancouver By whom J. Coughlan & Sons When 1919.2nd

Nominal Horse Power 544 Engines made at Wellsville N.Y. By whom Kerr Turbine Co. When 1919.

No. of Main Boilers 3 Boilers, when made (Main) 1919 (Donkey)

No. of Donkey Boilers 1 Owners M. & J. Perez Owners' Address Port Santander Voyage Rotterdam

Steam Pressure in Main Boilers 190 Managers afloat

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

Last Report No. 16332 Port NplParticulars of Examination and Repairs (if any) Turbine 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 any details 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 Surveyor 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 it being efficiently lubricated?

Shaft now been changed? If so, state reasons

Is now fitted new?

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?

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

On examination found:

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

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

## 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, E.&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.

Fees applied for  
Damage or Repair Fee (if any) 61.0.0  
(per Section 22.) 21.10.0  
Expenses (if chargeable) 21.10.0  
including Friday & Saturday  
nittee's Minute  
Deferred for  
White Rob. Blr. Survey &c  
12/3/26

Fees applied for

19

19

Received by me,

19

Assistant Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W471-0032



On account of damage cause not stated  
Turbine rotor removed to ship blading  
made good. Gearing examined &

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shafts realigned.  
B.O. due 11.25. - to be taken to Rotterdam

It is submitted that  
this vessel is eligible to  
remain as CLASSED. Subject to

connections being made  
at once - dry docking & to  
the safety valves of boiler  
& other boilers being  
overhauled at 1<sup>st</sup> oppo  
portunity

10/3/26

Admiral

On examination found could:-

Recommended:-

In 8<sup>th</sup> 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  
1<sup>st</sup> stage reduction pinion shaft & it was subsequently  
found necessary to recommend that all bearings,  
including rotor bearings, be remounted & 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<sup>mm</sup>.

It was later found necessary to renew all blading of  
7<sup>th</sup> expansion disc & to renew a larger number of  
blades in 6<sup>th</sup> & 8<sup>th</sup> expansion than could be seen at first  
also electrically weld round whole of periphery of 8<sup>th</sup>  
expansion to secure blading. All 3 repaired discs  
were balanced separately & finally rotor complete.  
Work was carried out as recommended & under  
my supervision, mooring 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.

*[Signature]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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