

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
 in Book. Survey held at Gibraltar Date, First Survey 29th Sept Last Survey 1st Oct 1932
 on the Machinery of the Wood, Iron or Steel Quad Se S. "Resc" (No. of Visits Continuous)
 Gross 50/00 Vessel built at Sestri Ponente By whom Eol. Anon. Cusardo When 1932
 Net Engines made at Imperia By whom When
 Boilers, when made (Main) (Donkey)
 Owners Staka (Flotte Kiinite Owners' Address
 Managers Cosulich, Lloyd Sabaud, Macdonald Port (If not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Afloat Genoa Voyage New York
 (State name of Dock.)

Report No. Port
 Particulars of Examination and Repairs (if any)
 al Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the
 of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
 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 summarised at the end of the report. State also the
 and initials of any letters respecting this case.
 ge cases where the Surveyor has not made a special damage report he is required to state whether he
 ed 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
 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?
 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
 erators, 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,
 currently 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)

al 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,
 140 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
 £ 15 : 15 : 0 2nd Oct 1932
 Age or Repair Fee (if any) £ 2 : 12 : 6 Received by me,
 Expenses (if chargeable) £ 19

Committee's Minute

See for J.C. 12647

TUE. 25 OCT 1932

TUE 3 JAN 1933

FRI. 3 MAR 1933

FRI. 26 MAY 1933



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Lloyd's Register
Foundation

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, 280 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.

Trachel 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.