

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

(Received at London Office)

MON SEP. 23 1923

Date of writing Report 27th August 1923 When handed in at Local Office 19 Port of Gibraltar

No. in Survey held at Gibraltar Date, First Survey 17th August Last Survey 27th August 1923

Book. 2642 on the Machinery of the Wood, Iron or Steel T.S. "Alfonso XII" (No. of Vessels 4)

Age { Gross 10/37 Vessel built at Bilbao By whom Soc. Espanola de Construcción Naval When 1921

Net 5564 Engines made at Ferrol By whom Soc. Espanola de Construcción Naval When

Registered Horse Power Boilers, when made (Main) (Donkey)

No. of Main Boilers ✓ Owners Cia. Transatlantica Port Barcelona Voyage

No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock No. 2 H.M. Dockyard Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure ✓ (State name of Dock.)

No. in Donkey Boilers ✓

Last Report No. Port

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.

On 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? Not required.

And what parts of the Boilers could not be thus thoroughly examined? ✓

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

Has the shaft 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? ✓

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

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

Upon examination found and recommended as follows:—

Recommendations & repairs effected.

1. Defective studs on main injection mountings at shell. 1. Four studs renewed on port side and five renewed on starboard, both now in good order.

2. All sea connections in machinery and boiler space, except item (3) examined 20/8/23. 2. Placed in good order, ground in, packed and repointed.

(Continued overleaf).

General Observations, Opinion, and Recommendation:— Recommended that class

(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 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.)

+ L.M.C. 7,23 (as recommended by the Society's Surveyors at Bilbao) be assigned to this vessel, subject to the provision of new water gauge fittings on forward starboard and after centre main boilers.

Survey Fee (per Section 28) £ 9. 9. 0 Fees applied for 24th August 1923

Special Damage or Repair Fee (if any) £ Received by me, 25th August 1923

Other £ 1. 1. 0

Travelling Expenses (if chargeable) £

Committee's Minute FRIDAY SEP. 7 1923 TUE OCT. 9 1923

Assigned + L.M.C. 8.23 TUE. 11 DEC. 1923

C.L. F.D. SR 010461-010465-0168

W.J. Hawthorn
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

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

3. 24/8/23, Stone Lloyd ash discharge valve on bottom plating, fitted in D.B. under stokehold.
4. Emergency petrol electric light plant on boat deck. Air locks in petrol pipe found.
5. Water gauge fittings on forward starboard and after centre main boilers, one set on each out of action.
3. Opened up for examination, placed in good order, blanked off for test before undocking. An improved spigot and distance piece is recommended and approved to facilitate disconnection for surveys and repairs.
4. Supply pipe arrangement altered, engine tested under full load 45 amps. (except W.T. connection owing to Dockyard regulations). Plant started up promptly and operated satisfactorily for intended service.
5. One set on each working efficiently. Builders state new fittings have been ordered from Dewrance & Co. and are expected at an early date.