

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 24 FEB 1947)

Date of writing Report.....18 FEB 1947.....19..... When handed in at Local Office.....18 FEB 1947.....19..... Port of London

No. in Survey held at Chatham Date. First Survey 18th Oct. Last Survey 23rd October 1946
 (No. of Visits) THREE

on the Machinery of the ~~Wood, Iron or Steel~~ T.S.S. ALBATROSS

Tonnage {	Gross	Vessel built at	By whom	When
	Net	Engines made at	By whom	When
Horse Power {	Nominal	Boilers, when made (Main)	(Donkey)	
	Actual	Boilers, when made (Donkey)	(Main)	
No. of Main Boilers		Owners	Owners' Address	
No. of Donkey Boilers		Managers	(if not already recorded in Appendix to Register Book.)	
Steam Pressure—			Port	Voyage
in Main Boilers		If Surveyed Afloat or in Dry Dock		
in Donkey Boilers		(State name of Dock.)		

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. _____ Port _____

Particulars of Examination and Repairs (if any) TS & sea connections

Periodical Surveys, when held, must be reported in detail and *seriatim* 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.....

in 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? ☒

" " Donkey " " ✓

If not, state for what reasons ☒ What parts of the Boilers could not be thus thoroughly examined? ☒

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?

State latest date of internal examination of each boiler. ☒ Present condition of funnel(s) ☒

Did the Surveyor examine the Safety Valves of the Main Boilers? ☒ To what pressure were they afterwards adjusted under steam? ☒

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ☒ 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 Boilers? ☒

Did the Surveyor examine the drain plugs of the Main Boilers? ☒ , and of the Donkey Boilers? ☒

Did the Surveyor examine all the mountings of the Main Boilers? ☒ and of the Donkey Boilers? ☒

Has the screw shaft now been drawn and examined? Yes Has ~~the~~^{any} continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ☒ State date of examination of Screw Shaft. P8-11-46 15-11-46 State the wear down in the

stern bush / Core for 5002 Is electric light and/or power fitted? ☒ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ☒

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ☒

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. *Complete for docking*

Now Done Vessel placed in drydock, propellers, inner and outer stem bushes, tailshafts (P&S) drawn, sea connections and their fastenings examined all found or placed in order

Repair Port shaft center liner & bush found scored, new liner fitted and bush rewooded.

NOTE. The tailshafts, 12.25" dia. are fitted with two bronze liners, the shaft being exposed to the sea between these liners

General Observations, Opinion, and Recommendation:—The machinery of this vessel as now run

(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 to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11 ~~LMC~~ 9.11 or ~~LMC~~ 140 lb., FD, &c.)

is in efficient condition eligible in my opinion to be Classified and to have
fresh record of TS, P1146 and S1146 when Classification Survey has been

Survey Fee (per Section 29)..... £ : : Special Damage or Repair Fee (if any)..... £ : : (per Section 29.) Travelling expenses (if chargeable)..... £ : 15 6	{ { {	Fees applied for 19 Received by me, 19	<div style="border-bottom: 1px solid black; height: 40px; margin-bottom: 5px;"></div> <div style="display: flex; align-items: center; justify-content: center;"> <div style="text-align: right;"> Engineer Surveyor to Lloyd's Register of Sh </div> </div>
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Committee's Minute

Assigned _____ See minute on F. E. R/A.

002062-002070-0046

Character of Ohio and Machinery precisely as in the Register Book

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14 JUL 1947

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