

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

FRI. 10 DEC. 1915

(Received at London Office)

Date of writing Report 8.12.15 When handed in at Local Office 9.12.15 Port of *Swansea*
 No. in Reg. Book 528 Survey held at *Port Talbot* Date, First Survey 5.11.15 Last Survey 4.12.1915
 on the Machinery of the *Wood, Iron or Steel* s.s. "ALBUERA" Master *J. H. Kidland*
 Tonnage { Gross 3460 Vessel built at *Port-Glasgow* By whom *Russell & Co.* When 1902.3
 Net 2259 Engines made at *Greebuck* By whom *J. G. Kincaid & Co.* When 1902.
 Registered Horse Power 304 Boilers, when made, (Main) 1902. (Donkey) 1915
 No. of Main Boilers 2 Owners *Chr. Salvesen & Co.* Port *Leith* Voyage *Admiralty Service*
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock *Port Talbot Dock*
 Steam Pressure in Main Boilers 180 lbs. (State name of Dock.)
 in Donkey Boilers 100 lbs.

Last Report No. Port *Fitting new D.B. & B.S.*
 Particulars of Examination and Repairs (if any) *B.S.*

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.

1. 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? ☒

2. the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *yes.*

Do. " Donkey " " " *yes. New donkey boiler.*

this was not done, state for what reasons? ☒

3. what parts of the Boilers could not be thus thoroughly examined? ☒

4. 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? ☒

5. the Surveyor examine the Safety Valves of the Main Boiler? *yes.*

To what pressure were they afterwards adjusted under steam? *180 lbs.*

6. the Surveyor examine the Safety Valves of Donkey Boiler? *yes.*

To what pressure were they afterwards adjusted under steam? *100 lbs.*

7. the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *yes.*

, and of the Donkey Boiler? *yes.*

8. the Surveyor examine the drain plugs of the Main Boilers? *yes.*

, and of the Donkey Boiler? *none.*

9. the Surveyor examine all the mountings of the Main Boilers? *yes.*

, and of the Donkey Boiler? *yes.*

10. screw shaft now been drawn and examined? *no.*

Is it fitted with continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

11. shaft now been changed? ☒ If so, state reasons ☒

12. shaft now fitted new? *no.*

Has it a continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

13. the distance between lignum vitae of stern bush and top of after bearing of screw shaft? ☒

14. Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete.*

The main boilers examined with their safety valves and mountings and put into good order, and the safety valves adjusted under steam to the above pressure.

Starb. Main Boiler: - The seam of shell to front end plate on bottom leaking and the caulking edge wasted, this seam has been welded by the electric process; the seam of shell to back end plate on bottom recaulked; the seam of front tube plate to lower front end plate re-caulked and the main stop valve seat renewed.

Port Main Boiler: - The seam of shell to front end plate on bottom leaking and caulking edge wasted, this seam now welded by the electric process; the seam of front tube plate to lower front end plate re-caulked. The shell plate found wasted on bottom round edges of plug hole, the hole now opened out, a plug screwed in and with nuts and washers inside and out.

Mark on new donkey boiler: - *No 720 LLOYD TEST 200 LBS D G.A.H. 16.7.15* The new donkey has now been satisfactorily fitted and secured and the Safety Valves adjusted *B.T.D.*

General Observations, Opinion, and Recommendation: -

to 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.S. 11.11, or L.M.C. 9.11, 140 lb., F.D. &c.
 machinery of this vessel is in safe working condition and eligible, in opinion, to remain as classed with the fresh record B.S. 12.15, and notation N.D.B. 15 - 100 lbs.

15. (per Section 25) £ 2.0.0 Fees applied for 9.12.15
 16. Damage or Repair Fee (if any) £ 12.0 Received by me, 14/12/15
 17. Expenses (if chargeable) £ 12.0

18. Committee's Minute TUE. 14 DEC. 1915

19. ed

20. note on list

TUE. APR. 11 1916
 TUE. APR. 20 1920

W490-0163

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

B.S. due 11.15 now held &
new donkey boiler fitted.

N.B.—If this Report is copied by Copying Press, special 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

It is submitted that
this vessel is eligible for
THE RECORD, BS 12.15.

NDB 15.100lb.

I am submitting
this vessel

without special
restrictions.

JWD
13/11/15

adjusted under steam to 100 lbs. per square inch.
The boiler stools renewed complete.
The report on the new donkey boiler is attached.

M.B.A.



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Lloyd's Register
Foundation

HR. SALVES
ERNARD STRE
ORDON STREE
OM HOUSE BU
KINS AND SCOT
A.B.C. CODE, 5TH
The Secre
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Dear Sir,
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