

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

(Received at London Office 24 FEB 1947)

Date of writing Report 18 FEB 1947 When handed in at Local Office 18 FEB 1947 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

Gross Tonnage Vessel built at Sydney NSW By whom C N Bockyard When 1929-1

Net Tonnage Engines made at Cockburn Island By whom When

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

No. of Main Boilers Owners South Western Steam Nav. Co. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers Port Voyage

Steam Pressure in Main Boilers

Steam Pressure in Donkey Boilers

If Surveyed Afloat or in Dry Dock In drydock Chatham Dockyard (State name of Dock.)

Last Report No. Port

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

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.

If 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 ~~no~~ 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 S15-11-46 State the wear down in the stern bush P close fit. S.062 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? Engine parts, when referred to by numbers, should be counted from forward.

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

To Complete survey for Classification all machinery to be opened up and examined Now Done Vessel placed in drydock, propellers, inner and outer stern bushes, tailshafts (P&S) drawn, sea connections and their fastenings examined all found or placed in order

Repair Port shaft outer liner & bush found scored, new liner fitted and bush renewed.

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 required 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 or LMC 140 lb., FD, &c.) is in efficient condition eligible in my opinion to be Classed and to have fresh record of TS, P11-46 and S11-46 when Classification Survey has been completed

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : 15:6

Committee's Minute See minute on F.E. 2/pt.

Assigned

Engineer Surveyor to Lloyd's Register of Ships

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JUL 1947

RECEIVED

26-2-47