

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

(Received at London Office,)

TUES 22 MAY 1888

Date of Writing Report

No. in Book. 333 on the Machinery of the *Albany* Survey held at *Port of London* Date, first Survey *5 May* Last Survey *16 May 1888*  
*Bobwell Castle* Master *Tad* No. of Visits *5*  
 Gross *1653* Vessel built at *Middlesbro* By whom *R Dixon & Co* When *1881* 3  
 Net *2572* Engines made at *Hartlepool* When *81* Boilers, when made (Main) *81* (Donkey)  
 Registered Horse Power *300* Owners *T. Skinner & Co* Port *London* Voyage  
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Albany Dock* Class of Vessel & Machinery *100 A 1*  
 Steam Pressure— *75* (State name of Dock.) *10 87*  
 in Donkey Boiler *LMC 9.85 135 5187*

Last Survey No. *Port*  
 Particulars of Examination and Repairs (if any) *Annual Boiler Survey*  
 (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 should be separated from  
 Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?  
 If this was not done, state for what reasons?

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

Also 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?

*Examined Leacocks & connections and found them good.*

*New propeller blades have been fitted in place of the old ones which were patched & these patches broken & corroded.*

*Examined 2 main boilers (double ended) & furnaces and 2 domes and found them good.*

*Examined Safety valves & found them good. They were found to be set at 75 lb & worked well.*

*The donkey boiler was not submitted for inspection on account of pressure of time but it is intended to do so on the vessels return to this country.*

*The donkey boiler safety valves were in good working order & were found to blow off at 70 lb pressure.*

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel is in a safe working condition & eligible in my opinion to have the notification B.S. 5.88 recorded provided the donkey boiler is found to be in good working order on the vessels return.*

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)  
 Office or Registration Fee (per Sec. 27) *£ 2 2* Fees applied for *29/8 1888*  
 Survey Fee (per Section 28) *£ 2 2*  
 Special Damage, Fee (per Section 28) *£ :*  
 Certificate (if required) as per margin *£ : 5*  
 Travelling Expenses (if chargeable) *£ :*  
 Received by me, *29/8 1888*  
*C. J. Bromeyer*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 25 MAY 88*

Assigned *Note for completion*



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Lloyd's Register Foundation

Lon 683-0117

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



It is submitted that this  
vessel is eligible to have  
the notification B S 5.88  
recorded when the  
donkey boiler has  
been examined.

DP

24/5/88

