

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

52355

No. 256 Date of Writing Report Oct 5th 1891 Port of London (Received at London Office)

No. in Reg. Book 256 Survey held at London Date, first Survey Sept. 10th Last Survey Oct 5th 1891

on the Machinery of the ss "Albatross" Master — No. of Visits 10

Tonnage { Gross 1049 Net 816 Vessel built at Stockton By whom M. Pearse & Co When 1872 Boilers, when made (Main) 1872 (Donkey) 1889

Registered Horse Power 120 Engines made at do Owners Norddeutscher Lloyd Port Bremen Voyage —

No. of Main Boilers 200 Steam Pressure in Main Boilers both in Donkey Boiler both Surveyed in Dry Dock August humbly Class of Vessel & Machinery +90 A. 1. 12. 89

Last Survey No. 1-87 Port Bre (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) Aug 12-89 B.S. 1-91

Particulars of Examination and Repairs (if any) Special 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 Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " " " Yes

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

At what pressure were they afterwards adjusted under steam? both per sq inch

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? both per sq inch.

Examined Cylinders, pistons, slide valves, pumps, sea-cocks, tunnel, tail & crank shafting, found all in good condition

Examined main boilers:—

Gauged thickness of furnaces & combustion chambers. The starboard wing combustion chamber back of starboard boiler found to be cracked in two places. These cracks have been cut out and an efficient riveted patch fitted, about 18" long x 12" broad.

A covering patch has been bolted on the after circumferential seam at bottom of Port Boiler, in order to prevent further leakage

General Observations, Opinion, and Recommendation:— As far as seen the machinery

(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: thus, for example, B.S. 1, 91, P.M.S. 1, 91, or L.M.C. 1, 91, as the case may be.)

of this vessel is now in a safe-working condition and eligible in my opinion to remain as classed and to have B.S. 10. 91 recorded in the Register Book.

Office or Registration Fee (per Sec. 27)..... £	:	:	Fees applied for
Survey Fee (per Section 28)..... £	40.00		<u>6. 10. 1891</u>
Special Damage Fee (per Section 28)..... £	:	:	Received by me,
Travelling Expenses (if chargeable)..... £	:	:	<u>6. 10. 1891</u>

*State if Certificate is required

H. P. Cornish
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute.....

Assigned.....

State if a Report is also now sent on the Ship or if not, and when, one will be sent.

16.-L. R. P. II.-Form No. 9.-Transfer Ink - 5,000, 18/8/91
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

It is submitted that this vessel
is eligible to have 134m 5 10, 91
Recorder

J J M
6/10/91

