

52355

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

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

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

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

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

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

No. of Main Boilers 200 Steam Pressure in Main Boilers both in Donkey Boiler both

Class of Vessel & Machinery +90 A. 1. 12-89 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) MS 12-89 B.S. 1-91

Last Survey No. 1-87 Port Phu

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? both per Rappinich

At what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? both per Rappinich.

To what pressure were they afterwards adjusted? both per Rappinich.

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.

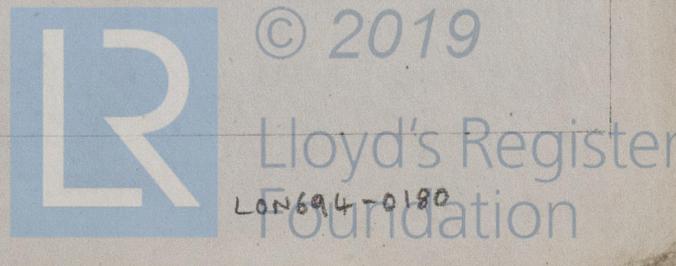
A covering patch has been bolted on the after circumferential seam at bottom of Port Boiler, in order to prevent further leakage

General Observations, Opinion, and Recommendation:— As far as seen the machinery 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)	£	4.0.0		6/11 1891
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me, 6. 10. 91

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 whether, and when, one will be sent.

\*Certificate to be sent to  
\*The Surveyors are requested not to write on or below the space for Committee's Minute.

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

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

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

J J M  
6/10/91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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