

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

(Received at London Office

MON 15 MAY 1899

Date of writing Report March 17th 1899 When handed in at Local Office

18

Port of Punta Arenas

No. in Reg. Book. Survey held at

Date, First Survey

Last Survey

18

299 on the Machinery of the Wood, Iron or Steel S. 'Albatros'

Master J. Douglas

Tonnage Gross 341

Net 202

Vessel built at Penarth

By whom Penarth S.B. Co.

When 1887

Registered Horse Power 48

Engines made at

When '87 Boilers, when made (Main) '87 (Donkey)

No. of Main Boilers 1

Owners W. Curtyl.

Port Punta Arenas Voyage

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 80

If Surveyed Afloat or in Dry Dock Punta Arenas

(State name of Dock.)

Slip way

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER

* for Special Survey.

Date of last Survey and of Periodical Surveys.

+100A1

4.97

as Bdo No. 2-97

Years Assigned

expired.

Machinery and Boiler

Surveys

(including date of N.B., if any)

+LMC 4.97

Last Survey No. 199 Port B. A.

Particulars of Examination and Repairs (if any)

(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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Yes

Do.

"

Donkey

"

"

"

No donkey boiler in ship

If this was not done, state for what reasons?

1 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

To what pressure were they afterwards adjusted under steam?

75 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the propeller shaft been drawn and examined at this time?

No

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

I, the undersigned, having been appointed by Capt. Fred. W. Young Underwriter Surveyor of the London Salvage Association to examine the boilers & machinery of the above vessel hereby certify that I attended on board on the 16th March 1899, the vessel being then on the slipway at Punta Arenas Straits of Magellan and that I made a thorough and careful examination in accordance with Lloyd's rules

Found the main boiler in good condition, very little pitting and no corrosion, stays in good order and no seams leaking.

Safety valves in good order, cylinders, pistons, slide valves, crank shaft & pumps carefully examined and found in good order.

Found the low press crank pin cracked longitudinally for 6 1/4 inches, this pin had been cracked & marked previously for 4 1/4 inches the crack has now extended 2 inches more.

Also found a slight blister in the brass liner of the air pump

Sea connections, cocks, pipes, brigs suction pipes etc examined found in good order

General Observations, Opinion, and Recommendation:—

(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, B.S. 9.97, B.&M.S. 9.97 or L.M.C. 9.97, 140 lb., F.D., &c.)

Recommend the working pressure of the main boiler be reduced to 75 lb and a new crank shaft be provided and fitted at the first opportunity.

Office or Registration Fee (per Sec. 27)

£

Fees applied for

Survey Fee (per Section 28)

£

18

Special Damage Fee (per Section 28)

£

Received by me,

Travelling Expenses (if chargeable)

£

18

State if Certificate is required Yes

Committee's Minute

Assigned

FRI. 19 MAY 1899

TUES. 17 OCT 1899

Edward Edmonds
Chief Engineer S.S. Lovat (Chilian)
Bond of Trade Certificate No. 32040
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping
Fred. W. Young Underwriter Surveyor

MACHINERY CERTIFICATE
Not issued

B.S. 3.99

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Lloyd's Register
Foundation

Lon 718 0212

Engines & Boiler examined.
Crank shaft found defective.

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 for
THE RECORD.

B.S. 3. 99 and will
be eligible for S.M.C. 3. 99 when Survey
has been examined and remains
subject to a new Crank shaft.

A.C.H.
may fitted at
an early date. 15. 5. 99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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