

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

(Received at London Office 8 FEB 1940)

Date of writing Report 2nd August 40 When handed in at Local Office 2.8. 1940 Port of MARSEILLESNo. in Survey held at PORT LE BOUC & MARSEILLES Date, First Survey 19.7.40 Last Survey 30.7.1940
on the Machinery of the Wood, Iron or Steel m/v "ALBERTA" (No. of Vessels 2)

Gross Tonnage 1357
Net Tonnage 1176
Nominal Horse Power 222
No. of Main Boilers 1
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 180 lbs/sq
in Donkey Boilers 180 lbs

Vessel built at Amsterdam By whom N.T. Nederl. Nak. Maats. When 1938 40
Engines made at do. By whom Werkspone N.T. When 1938
Boilers, when made (Main) (Donkey) 1938
Owners Soc. Anon. Française de Pétrole Shell Owners' Address
Managers (if not already recorded in Appendix to Register Book.)
Port Algiers Voyage
If Surveyed Afloat or in Dry Dock Port le Bouc and
(State name of Dock) Drydock N° 7 at Marseilles

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

Last Report No. Port

Particulars of Examination and Repairs (if any) R.E. CS. - TS and DBS

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.

In 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 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?

State latest date of internal examination of each boiler

19.7.40

Present condition of funnel(s)

Good

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

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Yes

To what pressure were they afterwards adjusted under steam? 180 lbs/sq

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Yes

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 screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft 20.7.40

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

Engine parts, when referred to by numbers, should be counted from forward.

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?

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

Part continuous survey.

Now DONE:-

Funnel placed in drydock; propeller, propeller shaft, sternbush and all sea cocks and valves with their connections examined.

Main motor: N° 2 and 6 cyl. liners, covers, pistons, ^{rod} valves and gear end.

Examined both starting air receivers throughout.

Aux. lubricating oil pump and aux. motor examined completely opened out.

DBS. Donkey boiler examined throughout together with all mountings, manholes, etc. Mountings overhauled. Safety valves afterwards adjusted under steam to 180 lbs/sq pressure.

General Observations, Opinion, and Recommendation: The machinery of this vessel

(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. 9.11, B.E.M.S. 9.11, X L.M.C. 9.11, or

X L.M.C. 140 lb., F.D., &c.)

CS 3.31.

so far as run is in good condition and is eligible, in my opinion, to remain as classed with a fresh record of DBS 7.40 with a fresh notation of TS.C.L. 4.40 and to have a fresh record of + L.M.C. CS. with date on completion of the Survey.

Survey Fee (per Section 29) DBS, TS, & CS

£ 15.16

Fees applied for

1.8. 1940

Special Damage or Repair Fee (if any) (per Section 29.)

£

£ 14.05

Travelling expenses (if chargeable)

£ 89

Received by me,

12.8. 1940

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1123-0081

No 10096



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