

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 L.S. 1940 Port of MARSEILLES

No. in Survey held at PORT LE BOUC & MARSEILLES Date, First Survey 19-7-40 Last Survey 30-7-1940
(No. of Vessels 2)

9254 on the Machinery of the Wood, Iron or Steel m/v "ALBERTA"

Gross Tonnage 2007 Vessel built at Amsterdam By whom N.T. Nederl. Nak. Maats. When 1938 10
 Net Tonnage 1486 Engines made at do. By whom Werkspone N.T. When 1938
 Nominal Horse Power 222 Boilers, when made (Main) (Donkey) 1938
 No. of Main Boilers 1 Owners Sec. Union Francaise de Petrole Shell Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Port Algiers Voyage
 Steam Pressure in Main Boilers 1 17 lbs/sq in
 in Donkey Boilers Shell 17 lbs/sq in

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Re. 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? Yes

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

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 in

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? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes 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? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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, cover, 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 in 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.M.S. 9,11, L.M.C. 9,11, or S.L.M.C. 140 lb., F.D., &c.)

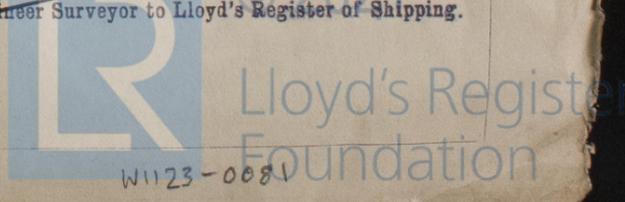
is in good condition and is eligible, in my opinion, to remain as classed with a fresh record of DBS 7, 40 with a fresh notation of TS. CL. 4/40 and to have a fresh record of + L.M.C. CS. with date on completion of the Survey.

Survey Fee (per Section 29) DBS, TS, CS, 15 16 Fees applied for 1.8. 1940
 Special Damage or Repair Fee (if any) _____ Received by me, 12.8. 1940
 Travelling expenses (if chargeable) 189

Committee's Minute _____

Assigned _____

J. Patchenens
 Engineer Surveyor to Lloyd's Register of Shipping.



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

No 10096



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Foundation