

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

(Received at London Office 20 MAY 1936)

Date of writing Report 13.5.36 When handed in at Local Office 16 MAY 1936 Port of Liverpool

No. in Reg. Book. 05221 Survey held at Hulton Date, First Survey May 8 Last Survey 13 1936 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel K "ALBERIC"

Tonnage { Gross 286 Net 112 Vessel built at Selby By whom Lochrane & Sons Ltd. When 1910 "

Nominal Horse Power 903 Engines made at Hull By whom Amos & Smith Ltd. When 1910 "

No. of Main Boilers 156 Boilers, when made (Main) 1910 (Donkey) ✓

No. of Donkey Boilers 1 Owners Alberic Steam Towing Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb Managers C. H. Russell Port Gt. Stanley Voyage

* in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.)

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. | Years assigned now or later. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|------------------------------|--|
| YX<100A1 | | YX<LMC 831 |
| STM TRAWLER 834. | | BS 935 |
| SS FAT No 3 4022 | | TS(L) 335 |
| SS FAT No 2 31 | | |

Last Report No. Port

Particulars of Examination and Repairs (if any) Cont. LMC

(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. S 24.4.36.

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? No

" " Donkey " " " ✓

If this was not done, state for what reasons? Not prepared.

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. Present condition of funnel (1) Please see rpt. Efficient meantime.

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? To what pressure were they afterwards adjusted under steam?

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

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

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

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To Complete LMC the main engines crankshaft, thrustshaft, overboard discharge valves & fastenings to be examined and outer funnel to be renewed or repaired. Managing owner states that order for funnel has already been placed with a local repairing company but that delivery of steel plating cannot now be obtained, but that funnel will be made & fitted at next settling in about three to four months' time. A letter from the Company is attached herewith with the respectful request that the Committee will grant this further reprieve.

Now Done:- Examined main engine cylinders, pistons & valves.

Limit List. Nothing done regarding item on this list.

See. LWRpt 105992 & 104887.

General Observations, Opinion, and Recommendation:—The machinery of this vessel, so far as (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 CS 3,34, 140 lb., F.D., &c.)

Seen, is in efficient condition and in my opinion eligible to remain as classed with fresh record of LMC 8,34 on Completion subject to screwshaft being renewed or examined before the end of March 1937.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : W.S. Shields

Committee's Minute LIVERPOOL 19 MAY 1936 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned Refer to G.C.

Lloyd's Register Foundation

W1289-0291