

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 25-8-1952 When handed in at Local Office 25-8-1952 Port of SINGAPORE 17 SEP 1952
 Reg. No. 50853 Survey held at SINGAPORE Date First Survey and Last Survey 5-8-1952
 on the Machinery of the Wood, Iron or Steel &c. S.S. "ALBONQUIN" (No. of Visits one)

Tonnage Gross 7229 Vessel built at ALHAMEDA, CAL. By whom BETHLEHEM S.B. CORP. LD. Year 1920 Month 11
 Net 4475 Engines made at - By whom BETHLEHEM S.B. CORP. LD. When 1920 Month 11
 Nominal Horse Power 600 H.P. Boilers, when made (Main) 1920-11 (Donkey) -
 Owners PETROLEUM SHIPPING CO. LD. Owners' Address -
 No. of Main Boilers 358 Managers - Port PANAMA Voyage -
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock DRYDOCK (KING'S DOCK)
 Steam Pressure in Main Boilers 220 LB (State name of Dock.)
 in Donkey Boilers -

Last Report No. - Part -
 Particulars of Examination and Repairs (if any) INTERMEDIATE DOWNS

(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 details 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 entry.)

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. No damage.

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 " " None.

If not, state for what reasons Not prepared for examination. What parts of the Boilers could not be thus thoroughly examined? -

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler? -

State latest date of internal examination of each boiler. - Present condition of funnel(s) Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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 Boilers? -

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

Has the screw shaft now been drawn and examined? No. Has it a continuous liner? Yes. Is an approved oil retaining appliance fitted at the after end? No.

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush 1/8"

Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Now done. Ship placed in dry dock, propeller, after end of the stern bush, the outside fastenings of the sea connections examined and found in satisfactory condition.

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, BS 9,11, B&MS 9,11, SLMC 9,11 or SLMC 110 lb., FD, &c.)

The machinery of this vessel is eligible, in my opinion, to remain as classed in the Register Book without fresh record of survey.

Survey Fee (per Section 23) £ : : Fees applied for 10
 Special Damage or Repair Fee (if any) £ : : Received by me, W.P. Watson
 (per Section 23.) £ : : 10
 Travelling expenses (if chargeable) £ : : 10

Committee's Minute THUR 25 SEP 1952
 Assigned No m.

Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation

W1624-0171

Has a Survey also been held on Ship? Yes
 If so, is the report sent now, or when will it be sent? Now.

20m.12.50. TRANSFER INK (MADE AND PRINTED IN ENGLAND.)
 (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

Docking

It is submitted that this
vessel is eligible to remain
as **CLASSED**.

See

12.9.52



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