

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

Date of writing Report 13th June 1939 When handed in at Local Office 16 JUN 1939 (Received at London Office JUN 21 1939)
No. in Reg. Book 10099 Survey held at Liverpool Port of LIVERPOOL

on the Machinery of the Wood, Iron or Steel Ashlea
Date, First Survey 10 June 1939 Last Survey 10 June 1939
(No. of Visits 1)

Gross 4252 Net 2565 Vessel built at Dundee By whom J. J. Friedman & Co. When 1929 Month 2
Engines made at Dundee By whom G. Clark & Co. When 1929
Nominal Horse Power 375 Boilers, when made (Main) 1929 (Donkey) -
No. of Main Boilers 358 Owners Offshore Shipping Co. Ltd. Owners' Address -
No. of Donkey Boilers - Managers J. Morrison & Son (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 lb Port New Castle Voyage -
In Donkey Boilers - If Surveyed Afloat or in Dry Dock Dry OK
(State name of Dock.) At Culham Dry Dock

Last Report No. - Port -
Particulars of Examination and Repairs (if any) OK

Periodical Surveys, when held, must be reported in detail and seriatim 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? ho

Donkey -

If this was not done, state for what reasons? not due

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 -

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

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 73 1/2

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. Complete

Examined the propeller and fastenings of sea connection.

Note The Owners suppose that the tail shaft will be drawn for examination at the end of present Charter - in about 6 months time.

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. 2,11, E.&M.S. 2,11, & L.M.C. 2,11, or XLHC 140 lb., E.D., &c.)
The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ 1 Fees applied for 19
Special Damage or Repair Fee (if any) £ - Received by me, 19
(per Section 29.)
Travelling expenses (if chargeable) £ -

Committee's Minute As now.

Assigned As now.

LIVERPOOL 20 JUN 1939

W421-0006

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Is a Certificate required? If so, to be sent to

2028.11.07

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

To the
Hon. Secy of the Navy

Subject
The engines of the USS "Albatross"

USS "Albatross"
No. 100

By
J. H. ...

2028.11.07

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