

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

(Received at London Office)

Date of writing Report 13-1-25 When handed in at Local Office 14/1/25 Port of Hull

No. in Reg. Book. Survey held at Hull Date, First Survey 13.12.24 Last Survey 7-1-1925 (No. of Visits 9)

62642 on the Machinery of the Wood, Iron or Steel S.S. "ALGARDI." now "ALBURN."

Tonnage Gross 759 Net 404 Vessel built at Middlesbrough By whom W. Harkness & Son, Ltd. When 1904-8

Nominal Horse Power 99 Engines made at Middlesbrough By whom Richardson, Westgarth & Co. Ltd. When 1904 (Donkey)

No. of Main Boilers 1 Owners Smith, Hogg & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book) Port West Hartlepool. Voyage

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 in Donkey Boilers If Surveyed Afloat or in 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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
-100 A1		-1 LMC
8.24.		MS 8.24.
S.S. Hul. No 3-2.16.		BS 1.24
S.S. Hul. No 2-24.		S. 8.24.00.

Last Report No. Port BS.

Particulars of Examination and Repairs (if any) Docking 9 New D.B.

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

Do. " 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 160 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 100 lbs

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

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

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

Has screw shaft now been drawn and examined? no 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? yes

Has shaft now been changed? no If so, state reasons

Is the shaft now fitted new? no 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Oil gland not removed.

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

Docking:- The propeller & sea connection fastenings examined & found satisfactory.

B.S. The main boiler examined throughout & found in good working condition. The boiler furnaces were found somewhat distorted, but still in safe working condition.

New donkey boiler:- New donkey boiler fitted on board & its safety valves adjusted under steam. See Glasgow Report No 44265.

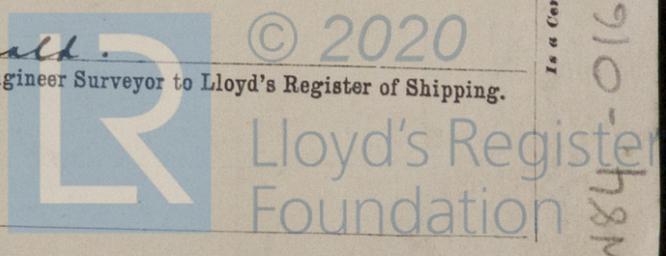
General Observations, Opinion, and Recommendation:- This vessel's machinery as far as now seen is in good condition, and eligible in my opinion to remain as classed with fresh records of BS 1.25 ; & NDB 1.25, 40 100 lb per sq.

Survey Fee (per Section 28) £ 2 : 0 : 0 Fees applied for Installing D.B. 14/1/25 Special Damage or Repair Fee (if any) £ 2 : 2 : 0 Received by me, P. Fitzgerald

Travelling Expenses (if chargeable) £ 1 : - : - TUES. 20 JAN 1925

Committee's Minute Assigned BS 1.25

RD 25 - 100 lbs



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

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

1910-0161 W84-

Docking. B.S. due 1.25. held
two donkey boilers fitted.

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 1.25

Note N.D.B. 25. w.p. 100th

A.
14/1/25

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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