

18 OCT 1965

Date of writing Report Oct 12 1988 When handed in at Local Office Port of Muelle 1988

Survey held at Manjira Date, First Survey 22.2.51 (No. of Visits two)

20433 on the Machinery of the Wood, Iron or Steel *F. P. Agutama*

Tonnage { Gross 4971  
Net 3024

Vessel built at Glasgow By whom Blyth & Co Ltd When 1924

By whom J & P Lindsay & Co When 1924

Nominal Horse Power { 425 Engines made at Freeport By whom J. J. ...  
Boilers, when made (Main) 1924 (Donkey) —

No. of Main Boilers 3 Owners Ditta Luigi Vellodya Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Main Boilers 0 Managers Venadi Port Quao Voyage

No. of Donkey Boilers \_\_\_\_\_  
Steam Pressure—  
in Main Boilers 180  
If Surveyed Afloat or in Dry Dock afloat  
Particulars of Classification (which must be inserted  
precisely as in Register Book & Supplements).

in Donkey Boilers.	(State name of Boek.)	CHARACTER. ✕ for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned new required.	Machinery and Boiler Surveys (including date of N.B., if any).
East, Recent No.	Port			

Last Report No. 100		+ 100 R 1		+ LMC	
Particulars of Examination and Repairs (if any) Alteration		8.35		MS 11.33	

(Periodical Surveys, when held, must be reported in detail and serialism 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? \_\_\_\_\_

Donkey

If this was not done, state for what reasons?

U P & P

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 \_\_\_\_\_

To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

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? \_\_\_\_\_

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 or the Donkey Boiler? \_\_\_\_\_

Is an approved appliance fitted at the after end of \_\_\_\_\_

Has screw shaft now been drawn and examined? ..... Is it fitted with continuous liner? ..... the shaft to permit of its being efficiently lubricated?)

..... changed? If so, state reasons .....

Has shaft now been changed? \_\_\_\_\_ If so state \_\_\_\_\_

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 \_\_\_\_\_

\_\_\_\_\_ Is electric light and/or power fitted? \_\_\_\_\_

Engine parts, when referred to by numbers, should be counted from forward.

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

No. 1 Hold has now been temporarily adapted for the carriage of

The engine in cases and the following are shown as well as  
the engine in construction types of No. 9 hold have been

removed and blanked off at the Bullhead. A W.T. Peters has been

made in No 1 Mold, where a 7" x 10" x 7" monohant duplex Warman

ton pumps and a hand pump have been put in, and the  
water has been lifted out of the hold with one main and one auxiliary

oil from the vane of the propeller. A suction pipe has also been fitted to draw  
oil from the vane of the propeller.

from the recess. The existing electric wiring for the house can be removed from the recess. The M. L. Hall has been removed from the recess.

passing through the 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921,

Forecastle, no other light line has been fitted. Two Steam

*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 state the reasons therefor, and the proposed alterations, if any, to be made in the vessel's machinery, boilers, working pressures, &c.; thus for example, R.S. 0.11, B.&M.S. 0.11, & L.M.C. 0.11, or

any alteration required to be made in the records of the Bureau.  
 2 LMC 140 lb., F.D., &c.)  
 CS 3,34, *the to remain as cleared without fresh*

and regarding machinery

Write on a

\_\_\_\_\_ (over Section 29) 210.300 ) Fees applied for 1/24/21

Special Damage or Repair Fee (if any)..... : : 15/10/19 00

Received by me, \_\_\_\_\_ 19\_\_\_\_

Travelling expenses (if chargeable)..... *Nil* 120/-

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute 1 TUE. 29 OCT 1935 2 TUE. 4 FEB 1936

Assigned Deferred

Foundation

\_\_\_\_\_



S.S. Aquitonia.

Steam gas ejectors have been fitted for the Hold and one for the pump room. All ventilators of No 1 Hold and the main and galley funnels have been fitted with wire gauze diaphragm. On completion the new pumping arrangement has been satisfactorily tested.

See also schematic plan herewith attached.

HP



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Lloyd's Register  
Foundation



Not held fitted for carrying  
Case oil.

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

29/10/35

Cl. due 9.35

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

29/10/35

29/10/35



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Foundation