

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

(Received at London Office

21 JUL 1926

Date of writing Report

20 JUL 1926

When handed in at Local Office

20 JUL 1926

Port of Hull

No. in
Reg. Book.

Survey held at

Hull

Date, First Survey

5-7-26

Last Survey

10-7-1926

(No. of Visits)

4

56272

on the Machinery of the Wood, Iron or Steel &c K. "AQUAMARINE"

Tonnage

Gross 333

Net 134

Nominal
Horse Power

82

No. of Main Boilers

1

No. of Donkey Boilers

200

Steam Pressure—
in Main Boilers

200

in Donkey Boilers

✓

Vessel built at

Selby

By whom

Cochrane & Sons Ltd

When 1911

Engines made at

Hull

By whom

Amos & Smith Ltd

When 1911

Boilers, when made (Main)

1911

(Donkey)

Owners

Owners' Address

(if not already recorded in Appendix to Register Book).

Port

Hull

Voyage

Fishing

If Surveyed Afloat or in Dry Dock

St Andrews

(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 Survey expired.	Machinery and Boiler Survey (including date of N.B., if any).
100 A1		L.M.C. 6.23
Stm trawl		BS 8.25
6.26		TS 2.26.21
SSHUL 1923-9.24		

Last Report No. 37093 Port Hull

Particulars of Examination and Repairs (if any) BS

(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?

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? 200 lbs

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?

yes

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

none

, 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?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new?

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?

Afloat

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

Complete

The Boiler and its mountings examined and placed in good working condition
All mountings overhauled

General Observations, Opinion, and Recommendation:—The machinery of this vessel so far

(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, B.&M.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.D., &c.)

as now been is in a good and efficient condition and eligible in my opinion to remain as classed with fresh record of BS 4.26

Survey Fee (per Section 25).....

£ 2 10 0

Fees applied for

Special Damage or Repair Fee (if any).....

£ :

(per Section 25.)

Travelling Expenses (if chargeable).....

£ 1 1 0

Received by me,

1.9.26

Committee's Minute

FRI. 23 JUL 1926

Assigned

CERTIFICATE WRITTEN

12.4.27

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation

009321-009330-0101

IS due 8.26 now held.

*It is submitted that
this vessel is eligible for
THE RECORD. BS 7.26.*

*W.D.
24/7/26*

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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