

No. 82194

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

(Received at London Office

24th Sept. 1919)

Report 23.9.19 When handed in at Local Office 23.9.19 Port of Ipswich
Survey held at Brightlingsea Date, First Survey 10th May Last Survey 10th Sept 1919
on the Machinery of the ~~Wood, Iron or Steel~~ Sc. K. "Aquamarine" Master
Gross 333 Vessel built at Selby By whom Cochrane & Sons When 1911 - 11
at 134 Engines made at Hull By whom Amos & Smith When 1911
82 Boilers, when made (Main) 1911 (Donkey) None
Boilers one Owners Kingston St. Trawling Co. L Port Hull Voyage ✓
Boilers none If Surveyed Afloat or in Dry Dock
Boilers 200 (State name of Dock.) Aldous & Co

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 new survey.	Machinery and Boiler Survey (including date of S.S., if any).
+100 A.1 Steam Trawler 10.14		+ L.M.C. 11.11 15.10.14

Port No. Port
Details of Examination and Repairs (if any) L.M.C. & Repairs

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on machinery (the cause of which must be stated) should be separated from repairs due to other causes; and any damage detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 not.

Was a damage report made by anyone else? If so, by whom? ✓

or personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " " ✓

one, state for what reasons? ✓

of the Boilers could not be thus thoroughly examined? ✓

means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler? ✓

examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs.

examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boiler? ✓

examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? ✓

now been drawn and examined? Yes Is it fitted with continuous liner? Yes

or two liners? ✓ or is it without liners? ✓

been changed? No If so, state reasons ✓

new fitted new? ✓ Has it a continuous liner? ✓

or two liners? ✓

or is it without liners? ✓

ce between lignum vitae of stern bush and top of after bearing of screw shaft? Nil

not complete state what arrangements have been made for its completion and what remains to be done? Complete

The main engine cylinders, pistons, slide valves, casings, crank, rust & screw shafting, pumps main and auxiliary with connections, condenser, stern tube & bushes, sea-cocks & valves & propeller examined & found or put in good condition

The main boiler examined internally & externally & found in good condition. All mountings opened out & examined. Engine repairs: Thrust shaft collars trued up, shoes readjusted. Piston rods skimmed up & new neck rings fitted. Air pump rod skimmed & gland rebushed also new neck ring. Main engine Stop Valve Seat renewed. Condenser tested & found satisfactory. Reversing engine overhauled. Steam pipe removed to shop, annealed & hydraulic tested to 400 lbs & found satisfactory. Centrifugal circulating pump & donkey pump overhauled P.T.O.

Observations, Opinion, and Recommendation:—

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 what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 11, B.&M.S. 11, or L.M.C. 11, or E.D., &c.)

The machinery of this vessel is eligible in our opinion remain as now classed, to have record of + L.M.C. 9.19 & notation of Screw Shaft Condenser Examined 9.19.

Section 28) £ 3.10.0 Fees applied for 24/9/19
or Repair Fee (if any) £ 2.0.0
Section 28.) £ 3.5.11 Received by me, 16.10.19

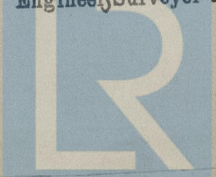
A.E. Farminer & Robert Rae
Engineers Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 3-OCT. 1919

ed + L.M.C. 9.19

23.9.19

004321-004330-0114



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

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

S.S. No. 2 due 11-19 now held.
Screw Shaft & drum & examined, and
new propeller fitted.

N.B. - If this Report is copied by Copying Press, special 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

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 9-19.

S. 9-19.

A.L.
26/9/19.

and adjusted. Stern bulk rewooded and new propeller
fitted to shaft. The main boiler examined under steam & Safety
Valves adjusted R.R.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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