

28 MAR 1963

Ship's Name SS/MS "AGUEITY" 891 Gross tons
Is there a rpt. 8? NO Port LONDON Rpt. No. 149150
No. of visits ONE First date & Last date 18th MARCH 1963
Interim Cert. issued & copy herewith? YES Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only) 93597
Date of completing rpt. 18th MARCH 1963 Surveyed at, if different from Port above GREENWICH
Is a rpt. 9B attached? NO MN Nature of survey CONDITION OF CLASS
Survey fees 13 (62) Damage fee - Expenses 7/-
S.A. fee -
27 MAR 1963

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons & rods
- 2 Valves & gears
- 3 Con. rods, top ends & guides centre
- 4 Crankpins & bearings centre
- 5 Journals & bearings

Side
Side

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

- 6 Cyls., covers, pistons & rods
- 8 Crankpins & bearings
- 10 Coolers & safety devices

- 7 Con. rods & top ends
- 9 Journals & bearings

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

- 11 Cyls., covers, pistons & rods
- 13 Crankpins & bearings

- 12 Con. rods & top ends
- 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

- 16 Casings, rotors, blading, bearings & thrusts

- 15 Levers

- 17 Reduction gearing
- 18 Scavenge blowers

- 19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of
SURVEY BUT WITHOUT SPECIAL CONDITION REGARDING THE MAIN ENGINE BEING FOUND
TO OPERATE SATISFACTORILY THROUGHOUT THE RUNNING RANGE & SUBJECT TO ANY
OTHER CONDITIONS THAT MAY BE ATTACHED TO THE CLASS BEING
DEALT WITH AS PREVIOUSLY RECOMMENDED

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

THURSDAY 25 APR 1963

Deferred for DBS & copy CSM

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRI

POSTING

HEADER

CERT

Lloyd's Register
Foundation

015189-015197-0265

All part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

Exhaust steam
turbines (with
20 recip. eng.)

22 Steam
compressors

24 Clutches & hyd-
raulic couplings

26 Steam
re-heaters

28 De-super-
heaters

Stop & manoeuv-
ring valves

33 Main engine
driven pumps

21 Thrust blocks
shafts & bearings

23 Intermediate
shafts & bearings

25 Condensers
(main & aux.)

27 Air ejectors
(main & aux.)

29 Forced &/or induced
draught fans

31 Holding down
bolts & chocks

32 Detuner or
vibration damper

State
Port P. or
Starboard S.

34 Crankcase doors &
explosion relief devices

36 Essential independent pumps

35 Have main engines been tested
working & manoeuvring? (To be done
on completion of ES or CS cycle)

37 Bilge, ballast & oil fuel
suction lines, fittings & controls

39 Fresh water coolers

41 Heaters (state service)

43 Auxiliary air receivers
& safety devices

45 Main air receivers
& safety devices

46 Independent air compressors
coolers & safety devices

38 Have the remaining piping arrangements
& fittings in the machinery space been
examined as considered necessary?

40 Lub. oil coolers

42 Feed water filters

44 Starting air pipes

Identify
by
position

47 Oil fuel tanks (not forming
part of the hull structure)

48 Have all evaporators safety
valves been tested under steam?

49 Evaporators
HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering
machinery

53 Windlass

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. AT THE OWNERS REQUEST A NOTICE BOARD WAS NOTED IN THE ENGINE ROOM AT THE CONTROLS "SPEED NOT TO EXCEED 280 RPM" THE OWNERS STATE THAT THE GOVERNOR IS SET TO PREVENT THE ENGINE SPEED EXCEEDING 310 RPM. ALTHOUGH AT A SHORT TRIAL HELD IN THE RIVER THIS SPEED WAS NOT ATTAINED. AT THIS TRIAL NO UNDOE VIBRATION WAS NOTED THROUGHOUT THE RUNNING RANGE OF THE MAIN ENGINE. THE OWNERS ALSO STATE THAT A NEW PROPELLER HAVING THE CORRECT M D I IS ON ORDER FOR THIS VESSEL.

THE OWNERS ATTENTION WAS ALSO DRAWN TO THE OVERHAUL D.B.S.

& THEY STATE THIS WILL BE HELD IN APRIL OF THIS YEAR.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

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