

Rpt. 9

Date of writing report 26.5.62.
Survey held at GLASGOW.

Received London
No. of visits 5

Port GLASGOW. No. 93597
First date 23.5.62. Last date 29.5.62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 01974 -S.S. Name M.V. "AQUILITY" Gross tons 891 Date of build 5-1946
Owners F.T. Everard & Sons Ltd., Managers - Port of Registry London
Engines made 8,61 By Newbury Diesel Co. Ltd., Newbury Type Oil Engine 2 SA 5 cyl.
No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book 320 x 426 mm
No. of Main Boilers - W.P. -
No. of ~~Donkey~~ Boilers 2 W.P. 180 p.s.i.
Surveyed Afloat or in Dry Dock Dry Dock
Nature of Survey Propeller Damage TS(OG)
Was Damage Report issued? No Int. Cert? Yes
Last Report (For Head Office only) Underwriter's Surveyor

Hull	Machinery
+100A1 with fbd. oil tanker	LMC + NE 8,61 CS 6,58 DBS 8,61 TS(OG) 8,61 N SPS 8,61
SS (DR) 6,58 Docking 3,62	

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; 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.

Yes
Now

DOCKING Propellers Good Wear Down of Stern Bushes .026" Oil Glands Good Sea Connections Not
Fastenings Good Has Screwshaft/Fatesshaft been drawn? Yes Date of Examination 24.5.62. Has Shaft been changed? examd.
Has Shaft now fitted been previously used? - Has Shaft now examined fitted a continuous liner? - Approved oil gland? Yes

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

- Cyls., Covers, Pistons & Rods
- Valves & Gears
- Connecting Rods, Side
Top Ends & Guides Centre
- Crankpins & Bearings Side
Centre
- Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS Good

INTERMEDIATE SHAFTS & BEARINGS Good

HOLDING DOWN BOLTS & CHOCKS Good

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in good condition and eligible in my opinion to remain as classed with fresh records or TS(OG) 5,62 now and CS with date when the survey has been completed subject to the main engine being found to operate satisfactorily throughout the running range before the end of July, 1962.

Date of Committee

Decision

As now, subject

20m.10.61 T. (MADE AND PRINTED IN ENGLAND) TS. OG 5,62

Noted
for
Header

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Engineer Surveyor to Lloyd's Register of Shipping
(R. M. NICHOLSON)
Lloyd's Register
Foundation

If certificate is required state where to be sent

Lloyd's Register
Foundation

93597 dated

on the ~~SS~~/M.S. "AQUEITY".

A reconditioned bronze propeller having the following identification
has now been fitted -

B.M. Co. No. 230 D = 7'-6" P = 4 - 4.35

A = 29.2 sq.ft. R.H. Lloyd's 55488 7.4.45 J.M.L.

The Owner's Representative stated that this propeller was originally intended
for use with a Polar main engine, but had now been reconditioned and altered for
use with the Sirron Engine. Particulars of weight or moment of inertia were
promised by the Owner's but have not been received.

The Clyde Trust Regulations would not permit an engine trial at, or near,
the berth. In view of the unknown factors connected with the propeller now fitted,
it is submitted that the class of this ship be subject to the main engine being
found to operate satisfactorily throughout the running range before the end of
July, 1962.

Al. Nicholson



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