

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

11 JUN 1941

Date of writing Report 4th June 1941 When handed in at Local Office 7. 6. 1941 Port of Glasgow  
 No. in Reg. Book 69229 Survey held at Glasgow Date First Survey May 24 Last Survey June 2nd 1941  
 on the Machinery of the Wood, Iron or Steel 3 mst "AGUILA" No. of Visits 3  
 Tonnage { Gross 3255 Vessel built at Dundee By whom Calcutt S.B. & Co. Ltd When 1917  
 Net 1855 Engines made at do By whom do When 1917  
 Nominal Horse Power 395 Boilers, when made (Main) 1917 (Donkey) —  
 No. of Main Boilers 3 S.B. Owners Yeoward Line Ltd. Owners' Address —  
 No. of Donkey Boilers ✓ Managers Yeoward Bros. (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Glasgow by dl. Port Liverpool Voyage —  
 in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. — Port —

Particulars of Examination and Repairs (if any) docking, B.S.  
 (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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? —

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? —

State latest date of internal examination of each boiler 7th & 24/5 1941 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 180 lb

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 Boilers? —

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

, and of the Donkey Boilers? —

Did the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boilers? —

Has the 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 an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

Has the shaft now fitted been previously used? — Has it a continuous liner? —

the shaft to permit of it being efficiently lubricated? 3/32

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 so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? —

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Complete.

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

Vessel placed in dry dock. Propeller and Sea Connections with their fastenings examined

The three Main Boilers examined internally and externally together with all

mountings of Starboard Boiler and Main Stps. Safety and check Valves of forward & Port

Boilers, all other mountings examined externally. The Chief Engineer stated that the mountings

not opened up at this time, are in good condition.

Safety Valves adjusted as above

9th  
1/6/41

General Observations, Opinion, and Recommendation:— the machinery, so far as seen, is in

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.&M.S. 9, 11, & L.M.C. 9, 11, or any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.)

LMC 140 lb., F.D., &c.)  
CS 2, 3, 4

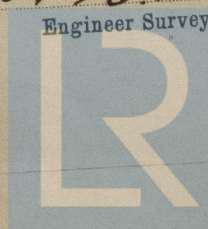
safe working condition and eligible in our opinion to remain as now classed with fresh record of Survey B.S. 6. 41

Survey Fee (per Section 29) BS £ 4: 0: 0 10 JUN 1941  
 Special Damage or Repair Fee (if any) (per Section 29) £ : :  
 Travelling expenses (if chargeable) £ : :  
 Received by me, B.H. Halden 10 JUN 1941

Committee's Minute GLASGOW

Assigned BS 6. 41

B.H. Halden & Co. Russell  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation



