

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

6 MAY 1947

6 MAY 1947

(Received at London Office)

6 MAY 1947

Date of writing Report

When handed in at Local Office

Port of

No. in

Survey held at

London

Date

First Survey

14-3-47

Last Survey

23 April 1947

Reg. Book

19375

on the Machinery of the Wood, Iron or Steel

"AQUEITY" ex "EMPIRE BELGRAVE"

(No. of Visits)

Gross

890

Vessel built at

Glasgow

By whom

T. J. Inglis & Co.

Net

382

Engines made at

Glasgow

By whom

British Boiler

Nominal

125

Boilers, when made (Main)

(Donkey)

1945

No. of Main Boilers

2

Owners

H. J. Oswald & Sons Ltd

Owners' Address

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

Port

Voyage

No. of Donkey Boilers

2

Managers

Steam Pressure

in Main Boilers

in Donkey Boilers

180

If Surveyed Afloat or in Dry Dock

Greenhithe

(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 now expired	Machinery and Boiler Surveys (including date of N.B., if any)
+100PI With feedback 1.47		+LMC 6.45 TS (09)
		oil tank carrying petroleum in bulk

Last Report No. 7321. Port Suez.

Particulars of Examination and Repairs (if any) +LMC(M), TS.

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

" " Donkey " " " no.

If not, state for what reasons. not due for survey. What parts of the Boilers could not be thus thoroughly examined?

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

Present condition of funnel (6) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? 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? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Yes. Has it a continuous liner? no. Is an approved oil retaining appliance fitted at the after end? Yes.

Has shaft now been changed? no. If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 19/3/47 State the wear down in the stern bush not taken Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no.

Engine parts, when referred to by numbers, should be counted from forward.

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

Now Done:- Vessel on bottom. The tail shaft drawn in & examined, bore of stern bush examined from inside vessel.

All four main engine cylinders liners, covers, pistons, gudgeon pins, connecting rods with their top & bottom end bearings, crank pins & journals, main scavange pump and compressor cylinders & pistons, intermediate shaft and bearing examined & found in good condition. Some working parts of auxiliary machinery examined & found satisfactory. Air receivers (stating air) examined under pressure; fuel & lub. oil tanks examined externally and all found in good order.

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

(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, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb., FD, &c.)

now seen is in good condition and eligible, in our opinion, to remain as classed with fresh records of "tail shaft seen" 09.3.47 and +LMC(M) 4.47

Survey Fee (per Section 29) LMC(M) 6.10

Special Damage or Repair Fee (if any) (per Section 29.) 2

Travelling expenses (if chargeable) 10

Fees applied for

7 MAY 1947

Received by me,

19

C. Thomas.

Engineer Surveyor to Lloyd's Register of Shipping.

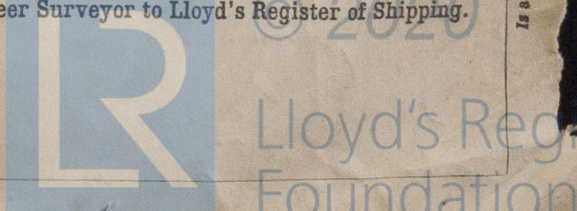
Committee's Minute

TUES. 24 JUN 1947

Assigned

+ LMC (M) 4.47

5.3.47



W 986-0153



10 JUN 1947

1945-1946

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