

No. 115030

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

Date of writing Report 6 MAY 1947 When handed in at Local Office 6 MAY 1947 (Received at London Office 6 MAY 1947)

No. in Survey held at London Date. First Survey 14-3-'47 Last Survey 23rd April 1947
Reg. Book. 19375 (No. of Visits 3)
12024 on the Machinery of the Wood, Iron or Steel. "AQUITY" ex "EMPIRE BELGRAVE"

Gross Tonnage 890 Vessel built at Glasgow By whom T. J. Inglis & Co. Year. Month. When 1945-6
Net Tonnage 382 Engines made at Glasgow By whom British Boiler Works Ltd. When 1945
Nominal Horse Power 125 Boilers, when made, (Main) (Donkey) 1945
No. of Main Boilers 1 Owners J. J. Overend & Sons Ltd. Owners' Address Greenhithe
No. of Donkey Boilers 2 Managers Greenhithe (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Greenhithe (State name of Dock.)
in Donkey Boilers 180 Port Glasgow Voyage oil tank carrying petroleum in bulk

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)
<u>+100PI With feedback 1.47</u>		<u>+LMC 6.45 TS (09)</u>

Last Report No. 7321 Port Sing.
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.

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

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

Survey Fee (per Section 29) LMC(M) TS £ 6.10 : - Fees applied for 7 MAY 1947
Special Damage or Repair Fee (if any) (per Section 29.) £ 2 : -
Travelling expenses (if chargeable) £ 10 : - Received by me, Cuthomas.

Committee's Minute TUES. 24 JUN 1947
Assigned + LMC (M) 4.47
5.3.47



Correct Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

