

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS
(ENGINES AND AUXILIARIES)

Received London
21 DEC. 1962

Ship's Name ~~AKMS~~ "AKTI" ~~ex~~ "THYRA" ~~TORM~~ 1936.S. Gross tons 1775
 Is there a rpt. 8? NO Port ISTANBUL Rpt. No. 5271
 No. of visits THREE First date 10.12.62 Last date 13.12.62
 Interim Cert. issued & copy herewith? YES Damage rpt. issued & copy herewith? NO Last rpt. (H.Q. only) -68122 - Hull
 Date of completing rpt. - Surveyed at, if different from Port above -
 Is a rpt. 9B attached? NO MN - Nature of survey Machinery Repairs Damage Repairs
 Survey fees Machinery Damage Repairs TL. 400.-- Expenses TL. 5.--
 S.A. fee

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

Cyls., covers, pistons & rods
 Valves & gears
 Con. rods, top ends & guides centre Side
 Crankpins & bearings centre Side
 Journals & bearings

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

3 Cyls., covers, pistons & rods 7 Con. rods & top ends
 8 Crankpins & bearings 9 Journals & bearings
 0 Coolers & safety devices

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

11 Cyls., covers, pistons & rods 12 Con. rods & top ends
 13 Crankpins & bearings 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 Gears to blower shaft-good 19 Superchargers

I recommend that the machinery of this ship remain as classed ~~xxx~~/without fresh record of Survey subject to the scavenge blower ~~staring~~ driving springs being renewed by the end of February 1963 (2 months limit)

ALSO FOR
 SPL FOR
 TRO
 SRL
 POSTING
 HEADER
 CERT

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

John Wood
 JOHN WOOD
 Surveyor to Lloyd's Register of Shipping

Date of Committee TUESDAY 15 JAN 1963
 Minute AS now, Subject.



Lloyd's Register Foundation

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Write *John* (Pct)

chip
DNF

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32	Detuner or vibration damper
33	Main engine driven pumps				
34	Crankcase doors & explosion relief devices	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)		

36 Essential independent pumps

37	Bilge, ballast & oil fuel suction lines, fittings & controls	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	
39	Fresh water coolers	40	Lub. oil coolers	
41	Heaters (state service)	42	Feed water filters	
43	Auxiliary air receivers & safety devices	44	Starting air pipes	
45	Main air receivers & safety devices			
46	Independent air compressors coolers & safety devices			
47	Oil fuel tanks (not forming part of the hull structure)	49	Evaporators HP & LP	
48	Have all evaporators safety valves been tested under steam?	50	Distillers	
51	Fire extinguishing arrangements	52	Steering machinery	
		53	Windlass	

AUXILIARY ENGINES

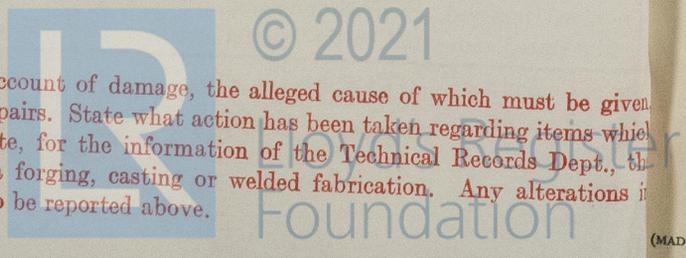
PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

MACHINERY DAMAGE: It was stated that after packing the Pilot up at Istanbul, for transit of the Bosphorus, the main engine would not go. Examination showed:

- 1) - The four springs, through which the scavenge blower drive is transmitted, two for the forward blower and two for the aft to be broken.
- 2) - The whitmetal of both of the blower shaft bearings inside the spring casing to be cracked and broken away.
- 3) - The bearings of the intermediate gear wheel to be cracked and excessively worn.

Cont'd/..

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.



Ship's Name ~~SS~~MS "AKTI" ex "HYRA TORM"

Port ISTANBUL

Rpt. No. 5271

- 4) - Several teeth on all gear wheels damaged apparently by some nut or spanner being jammed in. It was also stated that the teeth had been damaged whilst under Danish Ownership and that the new Owners were aware of it. No effort, however, had ~~been~~ ever been made to dress the teeth up and this, it is considered, would be sufficient to cause the whitemetal of the bearings and the springs to break.

NOW DONE:

All damaged gear teeth filed to true profile; two scavenge blower shaft bearings and both intermediate gear wheel bearings remetalled.

As new springs were not available a temporary repair was effected by utilising the largest pieces of the broken springs and filling in the missing lengths with suitably formed packing pieces. Ahead and astern manouvering was effected without difficulty and full power was developed before the vessel continued its voyage.

The repair is considered satisfactory but it is recommended that these springs be renewed by the end of February 1962. It is understood that new springs have already been sent to Piraeus and will be picked up by the vessel in its return from Black Sea Ports.



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