

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS  
(ENGINES AND AUXILIARIES)Received London  
21 DEC. 1962

Ship's Name ~~AKMS~~ "AKTI" ~~ex~~ "THYRA" ~~TORM~~ 1936.8. 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 Damage Repairs  
Survey fees Damage fee Expenses  
Machinery Damage Repairs TL. 400.-- 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
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17 Reduction gearing	
18 Scavenge blowers	19 Superchargers

Gears to blower shaft-good

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

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

Date of Committee

TUESDAY 15 JAN 1963

Minute

as now, subject.

Surveyor to Lloyd's Register of Shipping

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Exhaust steam turbines (with recip. eng.)	20	Thrust blocks	21	shafts & bearings
Steam compressors	22	Intermediate	23	shafts & bearings
Clutches & hydraulic couplings	24	Condensers (main & aux.)	25	
Steam re-heaters	26	Air ejectors (main & aux.)	27	
De-superheaters	28	Forced &/or induced draught fans	29	
Stop & manoeuvring valves	30	Holding down bolts & chocks	31	
Main engine driven pumps	33			Detuner or vibration damper
Crankcase doors & explosion relief devices	34			35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)
Essential independent pumps	36			
Bilge, ballast & oil fuel suction lines, fittings & controls	37			38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?
Fresh water coolers	39			40 Lub. oil coolers
Heaters (state service)	41			42 Feed water filters
Auxiliary air receivers & safety devices	43			44 Starting air pipes
Main air receivers & safety devices	45			
Independent air compressors coolers & safety devices	46			
Oil fuel tanks (not forming part of the hull structure)	47			
Have all evaporators safety valves been tested under steam?	48	Evaporators	49	HP & LP
Fire extinguishing arrangements	51	Steering	52	machinery
				50 Distillers
				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.

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(MADE AT)



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 remounted.

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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