

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

(Received at London Office

12 NOV 1946)

Date of writing Report... 9-11-1946 When handed in at Local Office... 11-11-1946 Port of Falmouth

No. in Survey held at Falmouth Date. First Survey 31-5-46 Last Survey 19-10-1946

68079 on the Machinery of the Wood, Iron or Steel M.V. "ACAVUS" (No. of Visits... 5)

Tonnage { Gross 8010 Vessel built at Belfast By whom Workman Clark (1928) Ltd. Year. Month. 1935 1
Net 4777 Engines made at Newcastle When 1935

Nominal Horse Power 502 Boilers, when made (Main) (Donkey) 1935 By whom Hawthorn Leslie & Co. Ltd. When 1935

No. of Main Boilers 1 Owners Anglo Saxon Petroleum Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ONE Managers London Port London Voyage ✓

Steam Pressure in Main Boilers ✓ in Donkey Boilers 180 lbs/sq" Surveyed Afloat ✓ in Dry Dock NO 4 D.D. (State name of Dock.)

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, Completion C.S., T.S. & D.B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 " " " Yes

If not, state for what reasons ✓ 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 1-10-46

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? Yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq"

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? Yes

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

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 20/8/46 State the wear down in the stern bush A fit

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Now done:- The propeller, screw shaft, stern bush, sea cocks & valves with their outside fastenings examined & found or placed in good condition. Stern bush re-wooded. The following parts examined for completion C.S.:- Main Engines:- Nos 1, 2, 4, 5, 6 & 7 cylinders, covers, valves & valve gears, pistons & rods. Nos 1, 2, 3, 4, 5, 6, 7 & 8 crossheads, guides, connecting rods with their top & bottom end bearings, crankpins, supercharge valves & casings. Nos 1, 2, 3, 4, 5, 6, 7, 8, 9 & 10 journals & bearings. Thrust & intermediate shafts. Auxiliary Machinery:- Aft boiler feed pump, Ford boiler oil fuel unit pump & oil fuel installation. Auxiliary air compressors (2) in their entirety. Standby lubricating oil pump, Oil fuel transfer pump, General service pump, Standby piston cooling water pump attached jacket cooling water, sanitary, bilge & lubricating oil pumps. Steam generator in its entirety. Bottom air reservoir with its mountings. Piston cooling water & lubricating oil coolers examined & tested. Steam pipes over 3" bore examined & tested to Rule requirements. Oil fuel settling tanks (P. & S.) & daily service tanks examined internally & tested.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is in good condition & eligible in our opinion to remain as classed with fresh records of

*L.M.C., C.S. 10, 46, T.S.C.L. 8, 46 & D.B.S. 10, 46.

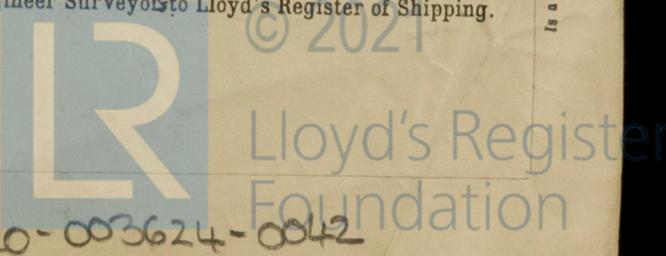
Survey Fee (per Section 29) T.S. £ 3 : 0 : 0 Fees applied for 11.11.1946
D.B.S. £ 4 : 0 : 0
Special Damage or Repair Fee (if any) £ 2 : 2 : 0
Travelling expenses (if chargeable) £ : Received by me, 19

Geo. Stevenson for C.N. Thomas & self. A.D. Morris
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 11 DEC 1946
Assigned + LMC CS 10, 46
10, 46
S. 8, 46 DBS 10, 46

CERTIFICATE WRITTEN

003620-003624-0042



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

Completion C. S. (contd.):- Pumping arrangements. Windlass. Steam engine driving steering gear Hele Shaw pump. Electrical installation megger tested to Rule requirements. All found or placed in good condition.

Main & auxiliary machinery tested under running conditions & found satisfactory.

Wear & tear repairs:- Main engines No 4, 8 & 9 main bearing bottom halves re-metalled. No 4 top end, bottom halves of bearings re-metalled. No 5 piston rod palm & piston face machined. Auxiliaries:- Attached lubricating oil pump rotor shaft, bearing & gland bushes renewed. Attached Bilge pump sent to Makers, new ball races fitted. The coolers from both air compressors cleaned & tested in engine shop. Outboard air compressor new H.P. cover fitted.

Aft boiler feed pump steam cylinder bored, piston & rings renewed. Rods skimmed neck & gland bushes re-bushed.

Lubricating Oil Standby pump steam cylinders bored, new pistons & valve rods supplied.

Piston cooling Water Standby pump steam cylinders bored, new pistons, rods & valve spindles fitted.

Fore boiler oil fuel pump steam cylinder bored & new piston fitted.

Steam Dynamo engine new cylinder liner & piston fitted.

Donkey Boiler Survey. Boiler examined throughout, found or placed in good condition & safety valves adjusted. Oil fuel installation & fire extinguishing apparatus examined, tried under working conditions & found satisfactory.

Wear & tear repairs:- New centre furnace fitted by Owners - test marks on new furnace LLOYDS 1654 E.E. 9/4/46. All plain tubes renewed by Owners.

On completion of repairs, the boiler was hydraulically tested to 180 lbs/sq" & found tight.

Note:- Two 30 K.W. dynamos for flight deck installation now removed.

Gas. Stevenson