

Rpt. 8

Port VENICE (NESTRE)

No. 0139

Date of writing Report

When handed in at Local Office

Received London

14 APR 1958

Survey held at Ravenna &amp; Venice

No. of Visits 12

First Date 23/1/ 19 58

Last Date 2/4/ 19 58

## REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B &amp; C of the Rules.)

No. in R.B.

40006

S.S.

on the 1700 or Steel

"ACRUX"

Tons gross 3975

Built at Port Glasgow

By Whom Lithgows Ltd.

When Year 1932 Month 10

Owners "ACRUX" Compagnia di Navigazione S.p.A.

Owners' address (If not already in R.B.)

Managers

Port of Registry Palermo

Surveyed Afloat or in Drydock both

Name of Dock S.A.V.E.B.

Date of last examn. in Drydock 27/3/58

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No.

59981

Port

6/4

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report. Classing (H) of the 27th February 1958.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined.

Freeboard as marked on ship and now verified ft ins

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR Part Special Survey (D) and Conversion to O.F.

The Owners state the Survey would be completed in six month time (Survey due 10,58)

The vessel has been examined as detailed in tables 1 &amp; 2 and the following repairs have been satisfactorily carried out.

- Second strake inboard of main deck plating renewed port and starboard in way of bridge. Deck plating doubled at the fwd. sthd. corner of N° 4 hatchway.
- Aft mast doubled at the deck passage - Wasted deck plating in way & connecting angle removed, and replaced by an E.W. inserted ring.
- Bridge sheer strake found cracked port and starboard at the ends of the bulwark openings. Defective parts cut out and replaced by E.W. inserted pieces (about 3500x 500 mm. on each side).
- Aft part of G8 shell plate p.s. found badly worn out and renewed.
- One intercostal doubler fitted on shell plating p.s. in N° 1 hold.
- All the bracket floor stiffeners renewed in N° 5 (ex N° 4 - See conversion to oil fuel) D.B. tank.
- Lower part of centre girder in N° 5 D.B. tank renewed for 5 frame spaces.
- Rudder lower pintle bush rewooded.

## CONVERSION TO O.F.

- The structure of the old coal bunkers at the sides of the machinery space has been removed and new

CONTINUATION OVER/OK SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship?

Yes

If so, is the Report sent now, or when will it be sent?

Now

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

To the Owners

Has Interim Certificate been issued?

Yes

## GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship is eligible in my opinion to remain as classed, the record of "DS 3,58" being assigned now and the notation "SS (Dr) Ven. 3,58" being assigned when the Survey has been completed.

*A. Venturi*  
Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY - 6 MAY 1958

Minute

DS 3.58 Subject (m)

ES 3.58

TS 3.58

MBS 3.58

SPS 3.58

30m 4,57 T.

Noted for Header



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012610-012612-001713



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR S.S. (D) SURVEY due 10.58

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	Yes
Rudder lifted	Yes	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	All yes	Nos. 1, 2, 3- Yes Nos. 4, 5, 6- No
Hatchways, Covers, closing and securing appliances	Yes	(No. 2 fitted for O.F.)		
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	Yes	Yes
Holds	Yes	Deep Tanks	None	-
"Tween Decks	Yes	Oil Fuel Bunkers and Settling Tanks	Yes	Yes
Fore Peak Spaces	Yes	Side Tanks	None	-
After " "	Yes	Wing Tanks	None	-
Engine Space <u>above platform</u>	Yes	Other Tanks	None	-
Boiler, "	Yes	Cargo Tanks (Tankers)	None	-
Under Engines and Boilers	Yes			
Tunnel and Well	Yes	Cofferdams	None	-
Coal Bunkers	Yes	Pump Rooms	None	-
Chain Locker	Yes			
Other Spaces	All Yes	Have Tanks now Examined been Cleaned as Necessary?	-	
<u>Engine space under platform</u>	No	Have Struts in Cargo Tanks (of Tankers) been removed?	-	
		Have Tanks been Retested as necessary after completion of any Repairs?	-	

Have the spaces now surveyed been cleared and cleaned as necessary? Yes  
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes  
 Have the bilges been cleaned out and examined? Yes Has cement in bottom been examined? Yes  
 Has steelwork had rust removed and afterwards been recoated as necessary? Yes  
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Yes  
 Has a Load Line Survey been held? No If so, state which -  
 Have the shell and deck plating been drilled as per Rule? Yes If so, Report 8(Dr) to be attached.  
 Have any alterations to the approved scantlings and arrangements now been effected? Yes If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 &amp; 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	Good	Sluice Valves examined and	None
" " In way of side scuttles	Good	Cement or Asphalt	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained <u>by examination</u> (State if wedges removed)	Good
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Good
Beams and Fastenings	Good	Shell Openings	None	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	<u>C 33</u> <u>CTA 125</u>
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	<u>3B-1S</u> Condition <u>Good</u>
Longitudinals	Good	Freeing ports	Good	Cables (State if now ranged and examined)	<u>Yes</u>
Transverses	Good	Steering Gear (Main and Auxiliary)	Good	" length <u>18</u> mean diam. <u>2"</u>	
Floors	Good	examined and found		" Rule Length <u>18</u> Size <u>2" 1/16</u>	
Keelsons	Good	Windlass examined and found	Good	Hawsers and Warps	<u>Sufficient</u>
Stringers	Good	Pumps " " "	Good	State if any Anchors or Chain Cable have	
Inner Bottom Plating	Good	W.T. Doors " " "	Good	now been supplied or retested, if so,	<u>None</u>
Bulkheads and Tunnel	Good			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None See Below

REMARKS, REPAIRS, Etc. (Contd.)

Rpt. 9a- Cont. Sheet

Port of VENICE (MESTRE)Continuation of Ship/Mech. Report No. 0139  
Continuation of Report No. dated

on the

on the S.S. ACRU X

oil fuel bunkers have been built between frame 69 and 84 port side and between frame 67 and 84 starboard side in accordance with or equivalent to the plan approved by Genoa office, copy of which is forwarded herewith.

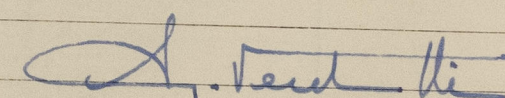
- Stock material, on which check tests have been satisfactorily carried out, has been used. Welding has been carried out by qualified operator using approved electrodes.
- Air and sounding pipes have been fitted as per or equivalent to the plan showing piping arrangement which has been approved by the Secretary's letter "Eng." of the 18th February, 1958.
- The new tanks have been satisfactorily tested on completion.
- No. 2 D.B. Tank has been arranged for oil fuel.— The existing floor at No. 131 has been made oil tight and reinforced to Rule Requirements. A new E.W. oil tight floor has been built at No. 100. Due to this alteration the D.B. tanks are at present as follows:

No. 1	from No. 131	to No. 156	Ballast
No. 2	from No. 100	to No. 131	Oil Fuel
No. 3	from No. 82	to No. 100	Ballast
No. 4	from No. 64	to No. 82	Fresh water
No. 5	from No. 38	to No. 64	Ballast
No. 6	from No. 8	to No. 38	Ballast

- Air sounding piping of No. 2 & No. 3 D.B. tanks have been arranged to Rule Requirements.
- The applicable requirement of section 20 of the Rule have been complied with.
- Length and capacity of the O.F. tanks are as follows

Port deep tanks	29'.6"	tons	122
Starboard deep tanks	35'.7"	tons	176
No. 2 D.B. tanks	67'.—	tons	283

- Beams of bridge deck have been cut out in way of the old coal trimming hatches. The longitudinal coamings have been extended below the deck to form local girders, and the free ends of the beams which have been cut away have been bracketed to these girders.



Survey Fee S.S. 237.000 Per 15%  
 Conv. to D.F. 75.000 for dual  
 Special Damage or Repair Fee (if any) 265.200 Date when A/c. Rendered 12/4/58  
 Travelling Expenses (if chargeable) 89.780  
 Date fees 10.000



SHIP'S NAME A CRU X DATE OF DRILLING 6th March, 1958 above water line  
27th March, 1958 under water plating

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

The thicknesses are in hundredths of an inch.

Drillings to be made in accordance with rules.

STRAKE		AMIDSHIPS						FORWARD						AFT						REMARKS
POSITION	Letter	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution any		Original Thickness	Thickness by Drilling		Diminution if any					
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.				
Bridge Sheerstrake	L	.52	.55	.55													* Drilling made			
Bridge Strake below	K	.52	.55	.43		.12											Immediately fwd.			
Sheerstrake ...	J	.55	.53	.49	.02	.06	.42	.59	.59			.42	.47	.47			the collision			
1st Strake below	H	.55	.43	.51	.12	.02	.47	.43	.43	.04	.04	.42	.43	.39		.03	bulkhead			
2nd    "    "	G	.55	.47	.53	.08	.02	.55	.40	.47	.15	.08	.42	.34	.47	.08					
3rd    "    "	F	.55	.51	.59	.04		.50	.47	.40	.03	.10	.42	.45	.45						
4th    "    BILGE	E	.56	.51	.49	.04	.07	.56	.40	.40	.16	.16	.42	.43	.49						
5th    "    "	D	.55	.53	.47	.02	.12	-	-	-	-	-	.42	.43	.45						
6th    "    "	C	.56	.49	.53	.07	.03	-	-	-	-	-	.42	.39	.39	.03	.03				
7th    "    "	B	.56	.49	.53	.07	.03	.55	.47	.42	.08	.13	.42	.61	.51						
8th    "    "	A	.56	.53	.55	.03	.01	.62	.62	.61		.01	.42	.98	.98						
9th    "    "	Red	.74	.73	.73	.01	.01	.66	.66	.66			.66	.65	.65						
10th   "    "																				
11th   "    "																				
12th   "    "																				

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS  
IN OIL TANKERS—IF DRILLED

STRAKE		FORWARD TANK						AFTER TANK				REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		
POSITION	Letter		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.	
Bridge Sheerstrake												
Bridge Strake below												
Sheerstrake ...												
1st Strake below												
2nd    "    "												
3rd    "    "												
4th    "    "												
5th    "    "												
6th    "    "												
7th    "    "												
8th    "    "												
9th    "    "												
10th   "    "												
11th   "    "												
12th   "    "												

*[Signature]*  
Surveyor to Lloyd's  
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length  
amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE		FORWARD						AFT						REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.			
Stringer Plate ...	...	.80	.83	.83			.80	.79	.83	.01			+ Plate at the fwd. stbd. corner of	
1st Strake Inboard	...	.80	.83	.83			.80	.67	.83	.13			No. 4 hatchway which has now been	
2nd    "       "	...	.80	.71	.63	.09	.17	.80	.79	.43	.01	.37		doubled. Adjoining plating found to	
3rd    "       "	...												be in order.	
4th    "       "	...													
5th    "       "	...													
6th    "       "	...													
Deck plating has been drilled immediately forward and immediately aft the bridge.														

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.