

Rpt. 9

Date of writing report

Received London

14 APR 1958

Port

VENICE (MESTRE)

No. 0139

Survey held at Venice

No. of visits 12

First date 23/1/58

Last date 2/4/58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 40006 S.S. Name M.V. ACRUX Gross tons 3975 Date of build 10 - 1932

Owners "ACRUX" Compagnia di Navigazione Managers Port of Registry Palermo

Engines made 1932 By D. Rowan & Co. Ltd. Type T. 3 Cy.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 W.P. 210 lbs.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both

Nature of Survey ES.-BS.-TS.-S.p.S. and conversion to O.F.

Was Damage Report issued? - Int. Cert.? Yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
BS		MBS	
DS	1. 57	ES	10. 54
SS	Shl. 10. 54	MBS	8. 56
		CL	9. 54
		S. p.S.	9. 52

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes Rewooded Oil Glands Sea Connections Good

Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 25/3/58 Has Shaft been changed? No

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? No

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods Good

2 Valves & Gears Good

3 Connecting Rods, Top Ends & Guides Good

4 Crankpins & Bearings Good

5 Journals & Bearings Good

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS Good

24 INTERMEDIATE SHAFTS & BEARINGS Good

25 HOLDING DOWN BOLTS & CHOCKS Good

26 CONDENSERS (MAIN & AUX.) Good

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES Good

30 MAIN ENGINE DRIVEN PUMPS Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, as now seen, is in good condition and eligible in my opinion to remain as classed with records of ES.3.58, MBS. 3.58, TS.(CL.)3.58 & S.p.S. 3.58 subject to the governor of the aft dynamo engine being placed in order before the end of October, 1958.

Date of Committee

TUESDAY - 6 MAY 1958

Decision

ES 3.58 Subject

TS 3.58

MBS 3.58

SPS 3.58

Noted for Header

40m,4.67. T. (MADE AND PRINTED IN ENGLAND.)

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping

012610-012612-002112

Lloyd's Register Foundation

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent. Go the Owners when the S.S. has been completed

32 Essential Independent Pumps (Identify by position) All good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service) Oil Fuel & Feed Water : Good

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety Devices - Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure) XXXXX

42 Evaporators Good 43 Have Evaporator Safety Valves been tested under steam? Yes

44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) All good

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors	+
b Exciters			m Motors	
c Air Coolers			n Switchboards & Fittings	Good
d Motors			o Circuit Breakers	
e Air Coolers			p Cables	Good
f Control Gear, Cables, etc.			q Insulation Resistance	Good
g Insulation Resistance			r Steering Gear Generators and Motors	
h Insulating Oil Test			s Navigation Light Indicators	Good
i Overspeed Governors				
j Magnetic Couplings				
k Air Gap				

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Good (8.3.58) AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to Sat. 210 p.s.i.g. Spt. X

Boiler Securing Arrangements Good

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to X

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Steel Good Auxiliary (over 3 in. bore) None over 3" bore

Were Copper Pipes annealed? None over 3" bore Have Saturated Pipes in cylindrical boiler smoke boxes been tested? None

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

REPAIR W. & T.

Stern bush has been renewed.

- HP crosshead pin has been skimmed and top end bearings have been retalled.

- HP & IP valve rods have been skimmed and refitted with new bushes -

- Ballast pump and G.S. pump have been rebored.

- All the machinery has been overhauled and reconditioned as necessary.

- A number of electric cables have been renewed.

- Bilge piping has been renewed as necessary.

CONVERSION TO O.F.

An oil fuel installation consisting of two burning units and one transfer pump has been fitted aboard in accordance with (or equivalent to) the approved plan and complying with the Rule Requirements.

The burning pumps, heaters and filters have been built under the Survey of the Registro Italiano Navale. They have been examined and found in order and have been satisfactorily tested working. A second hand transfer pump has been fitted.

LEAVE THIS SPACE BLANK

Survey fees E.S. 66.800 } Ren
B.S. 30.000 } 15%
El. Eq. 18.000 } 70%
T.S. 9.000 } dual
Conv. to O.F. 25.000 } den
Expenses... 43.090
Late fee 5.000
(TOTAL) Rer. Tax 3% 16.167.
Date when A/c rendered 12/4/58

Rpt. 9a- Cont. Sheet

Port of VENICE (MESTRE)

Continuation of Ship Mchy. Report No. 0139
Continuation of Report No. dated

on the

on the S.S./M.S. A C R U X

It has been examined and found in order. No marks have been found. It has been tested working and found good.

Oil Fuel and Steam piping, fittings and appliances have been tested hydraulically on completion to Rule Requirements with satisfactory results.

Gutterways and drip trays have been fitted where required by the Rules. Heating coils with discharge of condensate into an observation tank have been fitted in the oil fuel tanks and have been tested on completion as per Rules.

Air and sounding pipes to Rule requirements have been fitted on No. 2 D. Bottom tank which has now been arranged for oil fuel as detailed in Rpt. 8 from frame No. 100 to No. 131.

Piping previously fitted inside the D.B. tank has been modified and fitted outside.

The funnel damper has been removed and remote controls have been fitted to the oil suction valves and to the burning units and transfer pump.

A steam smothering installation with deck control has been fitted in the machinery space and the fire appliances have been brought to Rule requirements except that no emergency fire pump has been fitted. The steam smothering installation has been considered by the Registro Navale Italiano (acting on behalf of the Italian Government for the issue of the Safety equipment certificate) as an approved alternative mean for extinguishing a fire which could put all the fire pumps out of action. It is submitted this be accepted by the Society according to Rule No. 602.

A number of minor alterations have been carried out to the electrical appliances in the machinery space.

CONDITION OF CLASS

Governor of the aft dynamo engine has been found unsatisfactory, the Owners' Representative states it would be placed in order by completion of the S.S. in six months time

A. Dent
C. Dent