

Rpt. 9

Date of writing report 11TH JUNE 1956

Survey held at Greenock

Received London

27 JUN 1956

No. of visits 31

Port

First date

Greenock 23rd Feb 1956

Last date

No. 25654
17th May 1956

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 25543 S.S. "Runa"

Owners Clydebank Shipyard & Co. Ltd. Managers Glen and Co. Ltd.

Engines made 1944 By Vethoek & Co. Schiedam, Amsterdam

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 W.T.B. W.P. 216 Lbs (Spt)

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

Surveyed Afloat or in Dry Dock AFLOAT & DRY DOCK

Nature of Survey DOCKING, LMC, BS, SEPS, & OF CONV.

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

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull
100 A.I. 3.55 TRN 55.4.56
With freeboard subject to
annual examination.
(E) 3.55
pt 3 W

Machinery
LMC 4.52
BS 12.54
TSCN 2.54

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 1/8" Sea Connections GOOD
Fastenings GOOD Has Screwshaft/Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -
MAIN ENGINES (Recip. Steam W.T.B.) PORT STARBOARD
1. Cyls., Covers, Pistons & Rods GOOD
2. Valves & Gears GOOD
3. Connecting Rods, Top Ends & Guides GOOD Joint & aft H.P. and Joint & aft L.P. GOOD.
4. Crankpins & Bearings GOOD
5. Journals & Bearings GOOD Nos. 1, 2, 3, 4, 5 & 6
~~MAIN ENGINE DRIVEN AIR COMPRESSORS~~
~~Cyls., Covers, Pistons & Rods~~
~~Connecting Rods & Top Ends~~
~~Crankpins & Bearings~~
~~Journals & Bearings~~
~~Coolers & Safety Devices~~
~~MAIN ENGINE DRIVEN SCAVENGE PUMPS~~
~~Cyls., Covers, Pistons & Rods~~
~~Connecting Rods & Top Ends~~
~~Crankpins & Bearings~~
~~Journals & Bearings~~
~~Lovers~~
~~SCAVENGE BLOWERS~~
~~SUPERCHARGERS~~
~~MAIN TURBINES~~
~~Casings, Rotors, Blading, Bearings & Thrusts~~
~~EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)~~
~~STEAM COMPRESSORS~~
~~CLUTCHES & HYDRAULIC COUPLINGS~~
~~REDUCTION GEARING~~
23. 23 THRUST BLOCKS, SHAFTS & BEARINGS GOOD
24. 24 INTERMEDIATE SHAFTS & BEARINGS GOOD
25. 25 HOLDING DOWN BOLTS & CHOCKS GOOD
26. 26 CONDENSERS (MAIN & AUX.) GOOD
~~STEAM RE HEATERS~~
~~DE SUPERHEATERS~~
27. 27 STOP & MANOEUVRING VALVES GOOD
30. 30 MAIN ENGINE DRIVEN PUMPS GOOD BILGE & SAN. RAMS.
~~CRANKCASE DOORS & EXPLOSION RELIEF DEVICES~~

Have Main Engines been tested working and manoeuvring? YES.

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel so far as now seen is in efficient order and in our opinion eligible to remain as classed with fresh record of LMC 5.56, St. p.s. 4.56, and with the notation "Fitted for O.F. 3.56 Flash Point above 150°F. Delete from S.R.L. item, 1 tube in Port Boiler fitted with stopper."

Date of Committee

Decision

30m, 6.55. T. (MADE AND PRINTED IN ENGLAND)

CERTIFICATE WRITTEN.

J. A. McIntyre for Self and J. Wood.
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register
Foundation

013950 - 013960 - 0076 1/2

32 Essential Independent Pumps (Identify by position) *Port and Aft Feed pumps. Condensate pump. S.W. Circ. pump. Ballast pump, and General Service pump. - 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 *GOOD.* 36 Lub. Oil Coolers *GOOD.* 37 Heaters (state service) *BLR. FEED WATER. - GOOD.*

38 Independent Air Compressors, Coolers & Safety Devices *GOOD.* 39 Auxiliary *GOOD.*

40 Air Receivers & Safety Devices *GOOD.*

41 Oil Fuel Tanks (Not forming part of hull structure) *GOOD.*

42 Evaporators *GOOD.* 43 Have Evaporator Safety Valves been tested under steam? *ADJUSTED TO 20 LBS/52 IN.*

44 Steering Machinery *GOOD.* 45 Windlass *GOOD.* 46 Fire Extinguishing Arrangements *GOOD.*

AUXILIARY ENGINES (Identify by position) *INBOARD GENERATOR ENGINE - GOOD. OUTBOARD GENERATOR ENGINE - GOOD.*

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	AUXILIARY EQUIPMENT
Generators		Generators & Governors	GOOD.
Exciters		Motors	GOOD.
Air Coolers		Switchboards & Fittings	GOOD.
Motors		Circuit Breakers	GOOD.
Air Coolers		Cables	GOOD.
Control Gear, Cables, etc.		Insulation Resistance	GOOD.
Insulation Resistance		Steering Gear Generators and Motors	GOOD.
Insulating Oil Test		Navigation Light Indicators	GOOD.
Over-speed Governors			
Magnetic Couplings			
Air Gap			

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

MAIN PORT BOILER 28 MAR 1956 *AUXILIARY, DONKEY or PRESS.*

STARBOARD BOILER 28 MAR 1956

Superheaters *GOOD.*

Safety Valves *GOOD.*

Mountings, Doors & Fastenings *GOOD.*

Safety Valves Adjusted to Sat. 216 LBS. Spt. 208 LBS.

Boiler Securing Arrangements *GOOD.*

Main Economisers *GOOD.* Exhaust Gas Heated Economisers.

Steam Heated Steam Generators *GOOD.* Steam Generator Safety Valves Adjusted to *YES.*

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? *YES.* Funnel *EFFICIENT.*

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main *Solid Drawn Steel pipes, tested to 450 LBS/52 IN. Auxiliary (over 2 in. bore).*

Were Copper Pipes annealed? *NO.* Have Saturated Pipes in cylindrical boiler smoke boxes been tested? *NO.*

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)

REPAIRS FOR DOCKING: - Vessel placed in dry dock. Examined propeller, aft end of stern bush, and all external fastenings. Examined all sea valves and all found or placed in good order. Minor wear and tear repairs effected. Emergency Fire-pump sea injection valve and extended spindle, fitted at this time.

FOR L.M.C.: - Main engine H.P. piston rings renewed (AFT). Main engine camshaft roller bearings renewed. Main engine Ford L.P. bottom end bearing reinstalled. Main engine thrust ahead and astern pads reinstalled. Ford and Aft feed pump buckets renewed and liners machined. Condensate pump bucket valve gear renewed. S.W. Circulating pump impeller wearing rings renewed, and shaft built up. Ballast pump water end liners renewed.

DOCKING *NO FEE.*

Survey fees L.M.C. *27-0-0 X*

Boiler S. *14-0-0 X*

O.F. CONV. *25-0-0*

FLACT S. *6-0-0*

Damage fee

Expenses...

Date when A/c rendered

"Luna"

27 JUN 1956

Rpt. 9a

Port of *GREENOCK.*

Continuation of Report No. 20654 dated 11TH JUNE 1956

on the

Ballast pump bucket rods machined, and neck and gland bushes renewed. Inboard generator engine - piston valve renewed, and valve cylinder machined. Outboard generator engine main bearings reinstalled, and crankshaft main bearing journals machined. Windlass starboard cylinder cover repaired. Minor wear and tear repairs effected.

FOR BOILER S.: - Port and Starboard boiler flame deflection plates renewed.

Minor wear and tear repairs effected. One tube in Port boiler fitted with stopper, now renewed, and it is recommended that this item be now deleted from S.R.L.

FOR O.F. CONVERSION: - Wallsend Slipway Howden system oil burning unit, with J. and J. Weir service pumps No. 292671 and 292672, together with one oil fuel transfer pump No. 292670, manufactured by J. and J. Weir Ltd. and one oily bilge duplex pump No. 24291, manufactured by Messrs. Shaw, Lamont & Co. Ltd., now installed with the necessary pipes and fittings.

One Hamworthy D2 type fire pump, driven by an 11.5 B.H.P. Russell and Newbury diesel engine No. 715AL-1298. Pump No. 116731, now installed.

Steam smothering galvanised, and perforated pipes installed, under boilers, from Port to Starboard oily bilges, and in way of O.F. unit, and O.F. transfer pump.

Two sand bins, with scoops, one 10 gallon, and two 2 gallon chemical extinguishers, and one 30 ft. canvas hose with jet and spray nozzles fitted in stokeholds.

Two 2 gallon chemical extinguishers, and one 30 ft. canvas hose with jet and spray nozzle fitted in engine room.

Dampers fitted to engine and boiler room ventilators, and to funnel casing gratings.

J. A. McIntyre for Self and J. Wood.

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