t. 9.

No. 94452

eport of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office -4 DEC 1936)

e of writing Report 30th Nov 1936 When handed in at Local Office 30/11/36 Port of NEWCASTLE-ON-TYNE

in Book. 266 Survey held at North Shields Date, First Survey 12 Nov. Last Survey 24 Nov 1936 (No. of Visits 8)

on the Machinery of the ~~Wood, Iron or~~ Steel s.s. "ACAVUS"

Gross 8010 Net 4752

al ower 502

ain Boilers ✓

nkey Boilers 2

essure— Boilers ✓

key Boilers 180

Vessel built at Belfast By whom Workman Clark (1928) Ld When 1935-1

Engines made at Newcastle By whom Hawthorn Leslie & Cold When 1935

Boilers, when made (Main) ✓ (Donkey) 1935

Owners Anglo Saxon Petroleum Cold Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port London Voyage

If Surveyed ~~Afloat or~~ in Dry Dock yes. Smiths Dk. (State name of Dock.)

Report No. Port

culars of Examination and Repairs (if any) +L.M.C. - CS.

l Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and ing detailed in the body of the report, should be briefly summarised at the end of the report. State also the l initials of any letters respecting this case.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1 3.36		+ L.M.C 1.35 CL.
Carryg Petroleum in Bulk.		
~~Longitudinal framing at bottom & at deck~~		

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

cases where the Surveyor has not made a special damage report he is required to state whether he his services for this purpose, and why they were declined ✓

nage report made by anyone else? If so, by whom? ✓

veyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" Donkey " " no

ot done, state for what reasons? Donkey boilers not yet due for survey

OIL ENGINE CONTINUOUS SURVEY

rts of the Boilers could not be thus thoroughly examined? ✓

ecial means, in the absence of internal examination, were adopted by the assure himself of the thorough efficiency of those parts of each Boiler? ✓

ate of internal examination of each boiler ✓ Present condition of funnel(s) good

yor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

yor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

yor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

yor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

yor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler?

aft now been drawn and examined? no Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

been changed? ✓ If so, state reasons ✓

now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

amination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/8

arts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes.

not complete, state what arrangements have been made for its completion and what remains to be done

e:- Propeller, outside fastenings of sea connections, sea cocks and valves (opened) examined and found in good order.

cylinders opened up, cylinders, liners, heads, pistons & piston rods examined & in good order.

1.3.5 & 8 main bearing brasses journals & no 1 Bottom end brasses & pin examined d in good order.

Driven - Aux Air compressor (p.s. fwd), centrifugal jacket cooling water, main ed piston cooling water and standby jacket cooling water pumps all completely t out, examined opened & put in good order. Coolers for Air compressor (Aux) d, examined, tested & found in order.

All pistons removed from rods, piston rod flanges machined and eight pistons of modified design fitted

bservations, Opinion, and Recommendation:— The machinery of this vessel what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also ration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or 140 lb., F.D., &c.)

34,

my opinion eligible to remain as classed and to have record C-CS with date when the survey is completed

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

Survey Fee (per Section 29) 4 CS £ 5 : 5 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 23 DEC 1936 19 — 0/9

Received by me, 8.12 19 36 15/12

John Findlay

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 18 DEC 1936

Assigned asnow

FRI 2 APR 1937

TUE 11 MAY 1937

TUE. 27 JUL 1937

003620-003624-005112

Rpt. 9a.

Port of NEWCASTLE-ON-TYNE Continuation of Report No. 9445 2 dated 24/11/36 on the

S/s "Acavus"

These new pistons (2 of which are steel) are made with increased diameter tap bolts connecting piston to piston rod, adjacent to the flange of the piston cooling water connection, in lieu of the studs. Slight corrosion of piston rod flanges had been noted adjacent to the piston cooling water connection through the securing studs becoming slightly slack.

Marks from new pistons

LLOYDS. Nos. 6104. 6105, WT. 700lbs. AW. 12.11.36
" Nos 6106, 6107, WT 700lbs AW 12.11.36
" Nos 6108, 6109, WT 700lbs. AW. 13.11.36
" Nos 1843, 1845 (Steel) HPB. 22-1/36

Impeller shaft for centrifugal jacket cooling water pump renewed in Stayblite steel (worn at impeller)

Several minor repairs and adjustments carried out.

Two piston rods ex ANCYLUS marked 15200 KH. 2.3.24 H.C.F. 7.6.36 have had the flanges machined and have now been placed on board this vessel as spare.

JB.

5m.12,34.

C. a Ranced.
All pistons removed on account
of leakage at piston rod flanges

It is still seen that
this vessel is unfit to be
[illegible]

DA
15/12/36