

114 JUN 1960

Rpt. 9

Date of writing report 28th May, 1960

Received London

Port Trieste

No. 15222

Survey held at Trieste

No. of visits five

First date 13th May

Last date 19th May 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 19233 S.S. "L E M E" Gross tons 8039 Date of build 1925 - 10
Owners ITALIA S.p.A. di Nav. Managers - Port of Registry Genoa
Engines made +NE 8/38 By S.A. FIAT S.G.M. Type 2 oil engs. 2 SA each 6 cy.
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers - W.P. -
No. of Aux. Boilers 1 W.P. 180 lbs.
Surveyed Afloat or in Dry Dock both
Nature of Survey C.S. TS & damage
Was Damage Report issued? no Int. Cert.? yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100 A1 - DS 1,60	+LMC CS - 10,57
Shelter dk with freeboard	ABS - 9,59
(Dr) - 11,48	CL p&s - 6,56
SS - 9,56	

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 p:2 mm. s: 2.5mm Oil Glands none Sea Connections not exd.
Fastenings good Has Screwshaft been drawn? port Yes Date of Examination 19.5.60 Has Shaft been changed? no
Has Shaft now fitted been previously used? - Has Shaft now fitted a continuous liner? yes Approved oil gland? no

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

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side
Centre

4 Crankpins & Bearings Side
Centre

5 Journals & Bearings

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

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

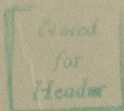
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen is in good condition and eligible in my opinion to remain as classed with fresh record of TS (CL) port 5,60 and C.S. (with date) when the survey has been completed.

Date of Committee

Decision

WEDNESDAY 13 JUL 1960

As now Port TS 5.60



Engineer Surveyor to Lloyd's Register of Shipping

Foundation

003599-003604-0103

32 Essential Independent Pumps (Identify by position) Auxiliary S.W. cooling to starbd. M.E. (starbd.) good

33 Bllge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

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

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

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)

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

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) Diesel generator engine (port aft) good

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
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 AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

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

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

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

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)

On account of damage stated to have been caused by tugs touching the port propeller while manouvering at Buenos Aires on the 11th February, 1960 :-

- a). port screwshaft drawn inboard and examined, Magnetoscopic test also carried out at Owners' request.
- b). port prepeller :- the tips of two subsequent blades found slightly distorted, now faired.

Wear & Tear :- Auxiliary S.W. cooling pump to starbd. main engine:- corroded and replaced by a new spare one (bronze).

LEAVE THIS SPACE BLANK

LiT. 25.000 less 15% =
C.S Survey fees ... LiT. 21.250.-
T.S. (Dam) LiT. 12.500 " = 10.625.-
PROPS. " 4.000 " = 3.400.-

Damage fee ...

Expenses... 5.300.-

TOTAL REV. TAX 3% " 1.512.-

Date when A/c rendered 9.6.60