

DISCLOSED
SECTION

Rpt. No. 470A

Date of writing report 13th August, 1962.

Survey held at Venice

Received London

No. of visits 1

Port of Mestres (Venice)

First date and

Last date

No. 0731

11th August, 1962

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 70788 S.S. Name M.V. M/T. LUCERNA Gross tons 11292 Date of build 1952
Owners H.E. Moss & Co's Tanker LTD. Managers H.E. Moss & Co's Port of Registry Liverpool
Engines made 1952 By Hawthorn, Leslie & Co. Ltd. of Newcastle Type O.E. 2 SA. 5 Cyl. 670 X 2320 mm.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 2 W.P. 180 lbs.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Deferred repairs
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	+ LMC
SS	CS
DS	ABS
	TS CL
	SPS
	6/60
	6/61
	10/59N
	6/60

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 Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? 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 or I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Side
Top Ends & Guides 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

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now surveyed, is in satisfactory condition and eligible in my opinion to remain as now classed without fresh record of Survey subject to entablature of S.S. aft air compressor being permanently repaired by end of December 1962, but without restriction of class regarding metalock repairs to aft air compressor water jacket.

Have Main Engines been tested working and manoeuvring?

Date of Committee MERIDAY - 7 SEP 1962

Decision As now, subject

50m, 4.59 T. (MADE AND PRINTED IN ENGLAND)

Note Mestres - amended limit - & write
Write Owners

Noted for Header

(P. Casari)

Engineer Surveyor to Lloyd's Register of Shipping

012827-012835-0290

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If certificate is required state where to be sent

- 32 Essential Independent Pumps (Identify by position).....
- 33 Bilge, 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).....

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

Deferred Repairs: At the request of the Master did attend on board to examine s.s. aft air compressor for reported water leakage in oil sump. The cooling water chambers have been tested hydrostatically and no appreciable leakage noted, but a fissure crack was noted in entablature casting inside oil sump in way of upper bracket of 'A' frame under the L.P. air cooler. As no repair facility was available at this time the C.E. proposed to carry out permanent repairs at the docking time by December, 1962. Said proposal was considered reasonable and it was recommended that the entablature of the s.s. aft air compressor be permanently repaired by December 1962. The s.s. aft air compressor is, in my opinion, efficient meantime. S.R.L.: reg. metalock repairs to water jacket of aft air compressor. Repairs in way of cooling water inlet to aft air compressor ex'd and found in order. It is recommended to transfer the notation to the S.R.L. appendix.

LEAVE THIS SPACE BLANK

Survey fees ...
Rps. Lit. 15.000 ✓

Damage fee ...

Gen. & Trav. expenses... Lit. 2.500 ✓

Per. Tax 3.30% " 5.77 ✓

Date when A/c rendered 22.8.62

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Lloyd's Register
Foundation