

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS (Engines and Auxiliaries)  
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

-4. AUG. 1966

Ship's Name ~~SM~~ "LELETA". Port Antwerp

Processing Number: LR 5I2943 Gross tons 10060 Rpt. No. 42337

Port of Registry Piraeus Date of build 1939 Is there a rpt. 8? No.

No. of visits 2 First date 16.7.66 Last date 18.7.66

Interim Cert. issued & copy herewith? Yes. Damage rpt. issued and copy herewith? No. Last rpt. (H.Q. only) LGA. 2049.

Date of completing rpt. 26.7.66 Surveyed at, if different from Port above -

Is a rpt. 9B attached? No. MN 820 Nature of survey Machinery damage.

Survey fees Damage fee Expenses

*frs. 2.500.* *frs. 840.* *frs. 880.*

S.A. fee

## MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers, pistons, rods, valves &amp; gears

2 Con. rods, crossheads, bearings &amp; guides Side

3 Crankpins (incl. eccentrics) &amp; bearings Side

Centre

4 Crankshaft journals &amp; bearings

5 Detuner or vibration damper

## MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

6 Cyls., covers, pistons &amp; rods

7 Con. rods, crossheads, bearings &amp; guides

8 Crankpins &amp; bearings

9 Journals &amp; bearings

10 Levers, links &amp; bearings

11 Coolers &amp; safety devices

12 Scavenge blowers &amp; superchargers

13 Air coolers

14 Crankcase &amp; scavenge doors &amp; explosion relief devices

## MAIN TURBINES

15 Casings, rotors, blading, bearings, thrusts &amp; couplings

16 Astern turbine

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed ~~with~~/without fresh record of survey subject to the main engine being specially examined and repaired as found necessary and to any outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate).

Date of Committee

Minute

H. MacNeill.-  
Surveyor to Lloyd's Register of Shipping

FRIDAY 19 AUG 1966

As now subject  
await ROT report

FOR CHAIRMAN  
CLASSN. CTTEE.

ALSO FOR

SPL FOR

NOTED BY  
CESB

SRL

POSTING

HEADER

CERT

are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship

The condition of any item is to be described as "good" only when it 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 re-examination or repairs should be made before



## MAIN REDUCTION GEARING

17 Pinions & wheels	18 Shafts, bearings & couplings		
19 Exhaust steam turbines (with recip. eng.)	20 Thrust blocks, shafts & bearings		
21 M.E. steam compressors	22 Intermediate shafts & bearings		
23 Clutches & hydraulic couplings	24 Steam re-heaters		
25 De-superheaters	26 Forced &/or Induced draught fans		
27 Stop & manoeuvring valves	28 Holding down bolts & chocks		
29 Main engine driven pumps (Including fuel injection)			
30 Condensers (main & aux.)	31 Air ejectors (main & aux.)		
32 Have main engines been examined working & manoeuvring?			
33 Essential independent pumps			
34 Bilge, ballast & oil fuel suction lines, fittings & controls	35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?		
36 Fresh water coolers	37 Lub. oil coolers		
38 Heaters & safety devices including de-aerator (state service)	39 Pressure feed water filters		
40 Auxiliary air receivers & safety devices	41 Starting air pipes		
42 Main air receivers & safety devices			
43 Independent air compressors, coolers & safety devices	44 Oil fuel tanks (not forming part of the hull structure)		
45 Have all evaporators safety valves been tested under steam?	46 Evaporators	47 Distillers	
48 Steering machinery	49 Windlass	50 Machinery spare gear	

State Port P. or Starboard S.

Identify by position

## AUXILIARY ENGINES

## DOCKING

Propeller	Sea connections	Oil gland
Fastenings & gratings		Clearance in stern bush (if relined state clearance before & after)
Has screw/tube shaft been drawn?		Date of examining shaft & condition
Has shaft been changed?		Has shaft now fitted been previously used?
Has shaft now examined/fitted a continuous liner?		Approved oil gland

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

DAMAGE stated to have been sustained to the main engine No 2 unit and crankcase in the River Schelde whilst arriving at Antwerp on the 15th. July 1966.

Cause alleged due to broken crosshead bearing bolts.

State whether continuation sheet attached Yes.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately for wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

Register Foundation



Rpt. 9A (cont.)

Ship's Name ~~SS~~/MS "LELETA".

LR512943

Port Antwerp

Rpt. No.

42337

1.

FOUND

Main engine N°2 forward bearing bolts (2) broken below nuts and top half of forward bearing removed.  
Cast iron upper crankcase cover in way of N°2 cylinder including piston rod sealing arrangement broken.  
Cast iron lower section of crankcase holed between N°2 and N°3 bearing pockets.

NOW DONE

Nothing done at this port on account of the present labour shortage. The vessel has been towed to Sloehaven near Flushing where it is proposed to effect repairs.

Rotterdam Surveyors advised.

*H. J. J. J.*

