

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 MS | "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 | I6.7.66 | Last date | I8.7.66 |
| Interim Cert. issued & copy herewith? | Yes. | Damage rpt. issued and copy herewith? | No. | Last rpt. (H.Q. only) | LEM. 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 | |
| | | <i>frs. 2.500.</i> | | <i>frs. 840.</i> | |
| | | | | S.A. fee <i>frs. 880.</i> | |

AUG 1966
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MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

- | | |
|--|-------------------------------|
| 1 Cyls., covers, pistons, rods, valves & gears | |
| 2 Con. rods, crossheads, bearings & guides | Side |
| | Centre |
| 3 Crankpins (incl. eccentrics) & bearings | Side |
| | Centre |
| 4 Crankshaft journals & bearings | |
| | 5 Detuner or vibration damper |

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

- | | |
|--|--|
| 6 Cyls., covers, pistons & rods | 7 Con. rods, crossheads, bearings & guides |
| 8 Crankpins & bearings | 9 Journals & bearings |
| 10 Levers, links & bearings | 11 Coolers & safety devices |
| 12 Scavenge blowers & superchargers | 13 Air coolers |
| 14 Crankcase & scavenge doors & explosion relief devices | |

MAIN TURBINES

- | | |
|--|-------------------|
| 15 Casings, rotors, blading, bearings, thrusts & 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).

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

Date of Committee

Minute

FRIDAY 19 AUG 1966
 As may subject
 await ROT report

| |
|------------------|
| ALSO FOR |
| SPL FOR |
| NOTED BY CESR |
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| POSTING |
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FOR CHAIRMAN
 CLASSN. CTTEE.

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

Handwritten signature

MAIN REDUCTION GEARING

| | | | | |
|----|---|----|---|-------------------------------------|
| 17 | Pinions & wheels | 18 | Shafts, bearings & couplings | |
| 19 | Exhaust steam turbines (with recip. eng.) | 20 | Thrust blocks, shafts & bearings | State Port P. or Starboard S. |
| 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 | Identify by position |
| 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 | |

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.

Rpt. 9A (cont.)

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

LR5I2943

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.

