

-7 NOV 1962

Ship's Name ~~SS/M.S.~~ "LUCRINO"

Gross tons 7174

Is there a rpt. 8? No

Port Trieste

Rpt. No. 15825

No. of visits Two

First date 15th Oct., '62 Last date 16th October, 1962

Interim Cert. issued & copy herewith? Yes

Damage rpt. issued & copy herewith? No

Last rpt. (H.Q. only)

26671 GEN

Date of completing rpt. 20.10.62

Surveyed at, if different from Port above

Is a rpt. 9A attached? No

MN

Nature of survey

MBS

Survey fees Lit. 27.500. - Damage fee
Less 15% = Lit. 23.375. -

Expenses Lit. 600. -
R.T. 3.30% = 791. -

S.A. fee

DOCKING

Propeller

Sea connections

Oil gland

Fastenings

Wear down of stern bush

Has screw/tube shaft been drawn?

Date of examn.

Has shaft been changed?

Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner?

Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG)

MAIN Starboard - Good
16.10.62 +

Air heaters

Good

Superheaters

Good

Safety valves

Good +

Mountings, doors

Good +

~~xxx~~ fastenings

Good

Safety valves adjusted to { Sat
Spt

225 lbs.

220 lbs.

Boiler securing arrangements

Good

Main economisers

Exhaust gas heated economisers

Steam heated steam generators

Steam generator safety valves adjusted to

Forced circulating pumps

Funnel Good

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? Yes

Were oil burning system & remote controls examined in accordance with rules? Yes

I recommend that the machinery of this ship remain as classed with/without fresh record of

M.B.S. - 5,62

+ See overleaf.

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

for S. Verdarelli & self

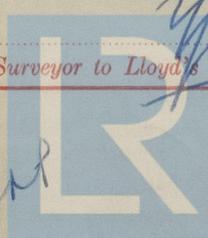
Surveyor to Lloyd's Register of Shipping

Date of Committee

MONDAY 26 NOV 1962

Minute

As now MBS 5.62



Lloyd's Register Foundation

009943-009953-0160

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

described fully under 'defects and repairs'.

tion. Where repairs have been effected or it is

9 NOV 1962

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
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 & motors
j	Magnetic couplings	s	Navigation light indicators
k	Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

The ship is being classed by R.I.Na and R.I.Na Surveyors carried out a number of first classification visits at our Port, for which our attendance was not required.

Due to a misunderstanding, even when the starboard boiler was ready for inspection the R.I.Na Surveyors were only advised. The boiler was inspected by them and it was again under steam when the Owners Superintendent realizing the error, asked for our attendance just the day before the ship's departure.

The boiler was then examined under steam, the safety valves and all mountings being only examined externally and working. The boiler was later brought to atmospheric pressure and the doors removed. Furnaces and combustion chambers could be entered for inspection but, time not being sufficient for a complete cooling down, the water space could only be examined from outside through the manholes.

So far as could be seen all was found satisfactory and confirmation has been obtained from the local R.I.Na Surveyors that the boiler was previously carefully examined by them for first classification and found in order.

It is submitted the record of MBS-5,62 be now assigned.

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 from 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.

