

-7 NOV 1962

Ship's Name ~~SS/MX~~ "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 Expenses Lit. 600.-  
Lees 15% = Lit. 23.375.- 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 +
<del>xxx</del> fastenings	Good
Safety valves { Sat	225 lbs.
adjusted to { Spt	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.)

Date of Committee

Minute

MONDAY 26 NOV 1962

As now MBS 5.62

Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

009943-009953-0160

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT



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.

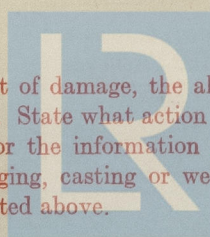
The boiler was then examined under steam, the safety valves and all mountings being only examined externally and working. The boiler was later brought to atmospheric pressure and the doors removed. Furnaces and combustion chambers could be entered for inspection but, time not being sufficient for a complete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

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