

REPORT OF **MACHINERY SURVEYS AND REPAIRS**  
(ENGINES AND AUXILIARIES)

Received London  
7 NOV 1962

Ship's Name **SS/MS "LUCERNA"**

Gross tons 11292.

Is there a rpt. 8? Yes.

Port **FALMOUTH** Rpt. No. 14307

No. of visits 10

First date 22nd Oct. 1962 Last date 7th November, 1962.

Interim Cert. issued & copy herewith? Yes.

Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only)

Date of completing rpt. 21st Nov. 1962. Surveyed at, if different from Port above

Is a rpt. 9B attached? Yes.

MN 1102. Nature of survey CSM, ABS, TS, DS, and condition of Class.

Survey fees

Damage fee

Expenses

CSM. £46.0.0.  
TS. 7.0.0.  
ABS. 18.0.0

S.A. fee £4.4.0.

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

|   |                                     |       |       |                  |
|---|-------------------------------------|-------|-------|------------------|
| 1 | Cyls., covers, pistons & rods       | No. 3 | Good. |                  |
| 2 | Valves & gears                      | No. 3 | Good. |                  |
| 3 | Con. rods, top ends & guides centre | No. 3 | Good. | Side No. 3 Good. |
| 4 | Crankpins & bearings centre         | No. 3 | Good. | Side No. 3 Good. |
| 5 | Journals & bearings                 | No. 4 | Good. |                  |

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

|    |                               |   |                      |
|----|-------------------------------|---|----------------------|
| 6  | Cyls., covers, pistons & rods | 7 | Con. rods & top ends |
| 8  | Crankpins & bearings          | 9 | Journals & bearings  |
| 10 | Coolers & safety devices      |   |                      |

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

|    |                               |    |                      |       |
|----|-------------------------------|----|----------------------|-------|
| 11 | Cyls., covers, pistons & rods | 12 | Con. rods & top ends | Good. |
| 13 | Crankpins & bearings          | 14 | Journals & bearings  |       |

MAIN TURBINES (State Port—P or Starboard—S)

|    |  |    |               |
|----|--|----|---------------|
| 16 | Casings, rotors, blading, bearings & thrusts | 15 | Lever         |
| 17 | Reduction gearing                            |    |               |
| 18 | Scavenge blowers                             | 19 | Superchargers |

I recommend that the machinery of this ship remain as classed with/without fresh record of ABS 11,62 TS.CL 10,62 now and CSM (with date) when the survey has been completed and without special conditions regarding the aft air compressor.

(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

*AS now, without special.*  
TS. 10.62.  
ABS. 11.62.

*L.A. Yarnall & S. Moffatt*  
Surveyor to Lloyd's Register of Shipping  
L.A. YARNALL S. MOFFATT

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

TUESDAY 19 FEB 1963

Lloyd's Register  
Foundation

|    |  |    |                                  |  |
|----|--|----|----------------------------------|--|
| 20 | Exhaust steam turbines (with recip. eng.)  | 21 | Thrust blocks shafts & bearings  | Good.  |
| 22 | Steam compressors                          | 23 | Intermediate shafts & bearings   | Good.  |
| 24 | Clutches & hydraulic couplings             | 25 | Condensers (main & aux.)         |  |
| 26 | Steam re-heaters                           | 27 | Air ejectors (main & aux.)       |  |
| 28 | De-superheaters                            | 29 | Forced &/or induced draught fans | Good.  |
| 30 | Stop & manoeuvring valves                  | 31 | Holding down bolts & chocks      | 32 Detuner or vibration damper   |
| 33 | Main engine driven pumps                   |    |                                  |  |
| 34 | Crankcase doors & explosion relief devices |    |                                  | 35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle) |

36 Essential independent pumps S. bilge pump. Stand-by F.W. jacket cooling pump. GS Pump. Stand-by S.W. cooling pump. All Good.

|    |  |    |   |
|----|--|----|---|
| 37 | Bilge, ballast & oil fuel suction lines, fittings & controls | 38 | Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? |
| 39 | Fresh water coolers  | 40 | Lub. oil coolers  |
| 41 | Heaters (state service)                                      | 42 | Feed water filters  |
| 43 | Auxiliary air receivers & safety devices                     | 44 | Starting air pipes  |
| 45 | Main air receivers & safety devices                          |    |   |
| 46 | Independent air compressors coolers & safety devices         |    | Aft Good.   |
| 47 | Oil fuel tanks (not forming part of the hull structure)      |    |   |
| 48 | Have all evaporators safety valves been tested under steam?  | 49 | Evaporators HP & LP   |
| 51 | Fire extinguishing arrangements                              | 52 | Steering machinery  |
|    |  | 53 | Windlass  |

AUXILIARY ENGINES F. Fan engine. S.W. cooling pump engine. All Good.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

REPAIRS. M.E. No.3 centre top end bearing remetalled and crosshead pins machined true. M.E. No.3 lower piston skirt renewed on account of wear.

CONDITION OF CLASS.

Aft air compressor water jacket (Metalocked 4,62) being examined by 10,62.

NOW DONE. Aft air compressor entablature and water jacket renewed in its entirety. New entablature stamped:-  
Tested 50 p.s.i. LLOYD'S IPS. RP. 7.9.59.

Compressor tested on completion of repairs and found satisfactory. It is recommended that the above item be deleted from the S.R.List.

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 also be reported above.

State Port Starboard  
This should be stated. Engine parts when referred to by numbers should be counted from forward.  
Identify by position  
Circumstances and action taken recommended described fully under "defects and repairs".  
tion. Where repairs have been effected or it is

