

Received London
27 NOV. 1962

Ship's Name **SS/MS "LUCERNA"** Gross tons 11292.

Is there a rpt. 8? Port **FALMOUTH** Rpt. No. 14307

No. of visits First date Last date

Interim Cert. issued & copy herewith? Damage rpt. issued & copy herewith? Last rpt. (H.Q. only)

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

Is a rpt. 9A attached? Yes. MN Nature of survey

Survey fees Damage fee Expenses

S.A. fee

DOCKING

Propeller Good. Sea connections Not examd. Oil gland None.

Fastenings Good. Wear down of stern bush .040".

Has screw/tube shaft been drawn? Yes. Date of examn. 26.10.62.

Has shaft been changed? Yes. Has shaft now fitted been previously used? Yes.

Has shaft now ~~examined~~/fitted a continuous liner? Yes. Approved oil gland? No.

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**

P & S (OF & EG) 23.10.62.
Good.

Air heaters Good.

Superheaters -

Safety valves Good.

Mountings, doors and fastenings Good.

Safety valves { Sat 180 p.s.i.
adjusted to { Spt -

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? None. 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

(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

See Rpt 9A.

T. A. Farrell & Co. Knappatt.
Surveyor to Lloyd's Register of Shipping
L.L. LUBBELL. G. HOFFMANN.



Lloyd's Register
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ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT



State Port Starboard
test 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

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

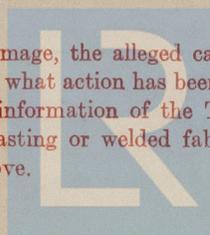
PROPULSION (State Port—P, or Starboard—S)		AUXILIARY
Total kW or kVA		Total kW or kVA
a Generators		l Generators & governors
b Exciters		
c Air coolers		m Motors
d Motors		
e Air coolers		n Switchboards & fittings
f Control gear cables, etc.		o Circuit breakers
g Insulation resistance		p Cables
h Insulating 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.

TAILSHAFT. Numerous fatigue fractures found in shaft at the forward end of the liner. Tailshaft condemned, spare shaft fitted and stern bush bored to suit. Ship's spare coupling bolts fitted. Spare tailshaft stamped:- LLOYD'S S.6302 Spare. 6302 EB. 30.10.51. AB. 16.1.52. 4084. Marks of condemned shaft defaced.

New 4 bladed bronze propeller fitted, fit examined and found satisfactory. Propeller details as follows:-
R.I.H. 5570. LLOYD'S P.H.F. 19.9.62. "Scimitar" M.B.Ltd. Birkenhead. Dia. 18'0" Pitchvarying 12.63' at 5'7" radius. Surface 115 sq.ft. WT. 12tons. Ocwts.0grs.14lbs.

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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