

DISCLOSED SECTION

N/N "AESOPUS"

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Rpt. No. 470A

No. 470A

Date of writing report 13th August, 1962.

Received London

Port of Mestre (Venice)

No. 0731

Survey held at Venice

No. of visits 1

First date and

Last date 11th August, 1962

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.E. 70788 S.S. Name M.V. M/T. LUCERNA Gross tons 11292 Date of build 1952
 Owners H.E. Moss & Co's Tanker LTD. Managers H.E. Moss & Co's Port of Registry Liverpool
 Engines made 1952 By Hawthorn, Leslie & Co. Ltd. of Newcastle Type O.E. 2 SA. 5 Cyl. 670 X 2320 mm.

No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers - W.P. -
 No. of Aux./Donkey Boilers 2 W.P. 180 lbs.

Records of Survey & Special Notations as per Register Book

Surveyed Afloat or in Dry Dock Afloat
 Nature of Survey Deferred repairs
 Was Damage Report issued? no Int. Cert.? yes
 Last Report (For Head Office only)

Hull	Machinery
+ 100 A1	+ I.M.C.
SS 6/60	CS 6/60
DS 5/61	ABS 6/61
	TS CL 10/59N
	SPS 6/60

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; 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.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
 Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
 Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
 1 Cyls., Covers, Pistons & Rods
 2 Valves & Gears
 3 Connecting Rods, Top Ends & Guides Side Centre
 4 Crankpins & Bearings Side Centre
 5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now surveyed, is in satisfactory condition and eligible in my opinion to remain as now classed without fresh record of Survey subject to entablature of s.s.s. aft air compressor being permanently repaired by end of December 1962, but without restriction of class regarding metalock repairs to aft air compressor water jacket.

Date of Committee MERIDAY - 7 SEP 1962

Decision As now, subject

Noted for Header

50m, 4.59 T. (MADE AND PRINTED IN ENGLAND)
 Note Mestre - amended limit - write
 Write Owners

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 Lloyd's Register Foundation
 (P. Casari)
 Engineer Surveyor to Lloyd's Register of Shipping
 012827-012835-0290



30 AUG 1962

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If certificate is required state where to be sent.

- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main 40 Auxiliary
- 41 Oil Fuel Tanks (Not forming part of hull structure)
- 42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

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PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
r Insulation Resistance			r Steering Gear Generators and Motors
s Insulating Oil Test			s Navigation Light Indicators
t Overspeed Governors			
u Magnetic Couplings			
v Air Gap			

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

MAIN AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Deferred Repairs: At the request of the Master did attend on board to examine s.s. aft air compressor for reported water leakage in oil sump. The cooling water chambers have been tested hydrostatically and no appreciable leakage noted, but a fissure crack was noted in entablature casting inside oil sump in way of upper bracket of 'A' frame under the L.P. air cooler. As no repair facility was available at this time the C.E. proposed to carry out permanent repairs at the docking time by December, 1962. Said proposal was considered reasonable and it was recommended that the entablature of the s.s. aft air compressor be permanently repaired by December 1962. The s.s. aft air compressor is in my opinion, efficient meantime.

S.R.L.: reg. metalock repairs to water jacket of aft air compressor. Repairs in way of cooling water inlet to aft air compressor ex'd and found in order. It is recommended to transfer the notation to the S.R.L. appendix.

LEAVE THIS SPACE BLANK

Survey fees

Rps. Lit. 15.000 ✓

Damage fee

Gen. & Trav. Expenses... Lit. 2.500 ✓

Per. Tax 3.30% " 577-

Date when A/c rendered 22.8.62

