

Ship's Name ~~SS/MSC~~ "SALAMANNA"

2780

Gross tons Monrovia

Is there a rpt. 8? **yes**Port Rio de Janeiro Rpt. No. **9602**No. of visits **one**

First date and

Last date **25-5-64**Interim Cert. issued
& copy herewith? **yes**Damage rpt. issued
& copy herewith? **no**

Last rpt. (H.Q. only)

Date of
completing rpt. **2-6-64**

Surveyed at, if different from Port above

Is a rpt. 9A
attached? **no**

MN -

Nature of survey Dkg & SRL.

Survey fees

£ 45.000,00

Damage fee

Expenses

£ 2.000,00

S.A. fee

DOCKING

Propeller **Good**Sea connections **Good**

Oil gland -

Fastenings **Good**

Wear down of stern bush

Has screw/tube
shaft been drawn? **No**

Date of examn. -

Has shaft been
changed? **No**

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

S.R.L.

Port boiler inboard furnace †

Air heaters

Superheaters

Safety valves

Mountings, doors
and fasteningsSafety valves { Sat
adjusted to { SptBoiler securing
arrangements

Main economisers

Exhaust gas heated economisers

Steam heated
steam generators

Steam generator safety valves adjusted to

Forced
circulating pumps

Funnel

Have saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules?Were oil burning system &
remote controls examined
in accordance with rules?

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

Survey, subject to the port boiler outboard furnace being repaired or renewed by July 1964 (3 months limit) and to all other conditions of class being dealt with as previously recommended.

(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

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

FRIDAY 10 JUL 1964

Deferred for ES & comp MBS
(subject)

004698-004702-0048

At 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.

considered that re-examination or repairs should be made before next date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 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.

+ S.R.L. Starboard furnace of part boiler examined at this time, and calibrations taken. No previous calibrations of deflections on board. The chief engineer states that the furnace does not appear to have altered and the 3" deformation on the 3rd corrugation from the furnace front remains the same. It was recommended that the furnace be dealt with at this time, but due to the bottom damage (see report 8) the Owners requested deferment until such time as a decision was reached regarding the future of the ship. It was therefore recommended that the furnace be repaired or renewed by July 1964 on completion of the present voyage.

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.