

Received London 27 JUN 1963

Ship's Name ~~SS/MS~~ "SALAMMANNA" Gross tons 2780  
 Is there a rpt. 9? No Port Middlesbrough Rpt. No. 72824  
 No. of visits 4 First date 5.6.63. Last date 11.6.63.  
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) VAL --  
 Date of completing rpt. 19.6.63. Surveyed at, if different from Port above West Hartlepool  
 Surveyed afloat and/or in D.D. Afloat Last date of examination in D.D. -  
 Has a Load Line Survey been held? No Freeboard Marks verified No

State which additional Rpt. 8 is attached: (Cont): ~~XXXXXXXXXXXX~~

Survey fees  
Repairs £5:5:0d.  
~~XXXXXXXXXXXX~~  
Tanktesting £10:10:0d.  
 Expenses £1:0:0d.  
 S.A. fee -

I have surveyed the above ship in accordance with the Rules for the testing of Nos. 1 and 2 D. B. Tanks and repairs as recommended by the Surveyors Valencia; in accordance with London letter dated 31st. May 1963, reference "C".

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

RECOMMENDATIONS AS PER VALENCIA LETTER DATED 25th MAY 1963. Ref. C.

NOW DONE

1. Nos. 1 and 2 D. B. Tanks to fill and test.

1. No. 1. D.B. TANK. With the tank full (no head) leakage was found in way of the tank margin plate, bilge, port side, in No. 1 hold, 2nd. space for'd of W.T.B. between Nos. 1 and 2 holds, and also from a riveted seam at after end of t. top.(p.s.) Due to the tank being filled with a mixture of oil fuel and water and at the owners'

I recommend that this ship remain as classed with/without fresh record of dry docking subject to permanent repairs being carried out to No. 1 D.B. Tank in way of bilge, port side, (cement box fitted) and to the fore peak bulkhead, starb'd side (doubler fitted) on the vessels arrival at Alexandria where she is proceeding via Bayonne, No. 1 D.B. Tank not to be used meantime, and to any other condition at present against the vessels 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

TUESDAY 23 JUL 1963

Minute

As now subject



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action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

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

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request, no permanent repairs have been carried out at this time. The owners representative stated that it was their intention to clean and gas free this tank on arrival at Alexandria and carry out permanent repairs. A cement box was fitted in the bilge (p.s.) in way of tank margin leakage, and the ship's crew effected a welded repair to the riveted seam aft (p.s.) The tank was again pressed up but was unable to support any head. In view of the vessels's commitments it was recommended that permanent repairs be carried out on the vessel's arrival at Alexandria, No. 1 d.b.t. not to be used meantime.

No. 2 D.B. TANK.

Tested to rule requirements and found to be satisfactory.

2. No. 1 D.B. Sounding pipe to crop and part renew.
3. No. 2 Hold bilge S.P.(s.) to part renew.
4. No. 4 Hold bilge suction pipe (port) to free completely from cement and test to ensure satisfactory working.
5. No. 1 and 2 Hold steam smothering pipe to temporarily repair by bandaging. (Fractured above Upper Deck Level)

No. 1 D.B. sounding pipe cropped and part renewed, examined and found to be satisfactory.

No. 2 Hold bilge S.P. (s.) part renewed, examined, and found to be satisfactory.

No. 4 Hold bilge suction pipe (port) now freed completely from cement box in way, cement chipped out and bilge cleaned, suction tested and found to be satisfactory.

Permanent repairs now effected to steam smothering line between Nos. 1 and 2 holds, fractured pipe line removed and renewed; all steam

**PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.** The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Ship's Name SS/MS "SALAMMANNA"

Port Middlesbrough Rpt. No. 22824

RECOMMENDATIONS AS PER  
VALENCIA LETTER DATED  
25th MAY 1963, Ref. C

NOW DONE

smothering deck valves overhauled, steam smothering in cargo holds tested on completion of repairs and found to be satisfactory.

6. Holes cut in E.R. W.T. Bulkhead in way of tunnel to be closed watertight.

Holes cut in E.R. Watertight Bulkhead in way of steam heating pipe and drainage hole now closed W.T. by means of suitable bulkhead pieces.

7. ForePeak Bulkhead.  
The small fracture at about mid.ht (s.s.) reported by the Valencia above the level of the F.P. Tank top, Surveyors was found after scaling to be wastage of the bulkhead plating above the level of the fore peak tank top. (See opposite)

NOW DONE  
As a temporary repair a welded doubling plate has been fitted in way of wastage, permanent repairs to be carried out on the vessel's arrival at Alexandria. Temporary repairs examined and found to be satisfactory

N.B. THE INTERIOR OF THE FORE PEAK TANK IS COATED WITH OIL FUEL.

*Handwritten initials*



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