



Referencia

C.

LLOYD'S REGISTER OF SHIPPING

OFICINA PRINCIPAL: FENCHURCH STREET, 71. LONDRES, E. C. 3.

Edificio Cofruna, Grao, Valencia

Telegramas: REGISTER

25th May, 1963

30 MAY 1963
Teléfono 23 16 39

Dear Sir,

S.S. "SALAMMANNA" - R.B. No. 79990

On the 14th inst. whilst on a routine visit to Cartagena, Mr. Smith was advised by the Valencia office that a Captain Thogersen at Santa Pola wished to discuss the above classed vessel which was lying off the port.

Captain Thogersen informed Mr. Smith that he represented Messrs. C.K. Harsen of Copenhagen who had chartered the "Salamanna" to load salt in bulk at Santa Pola for Iceland and the vessel had arrived on the 10th inst. It was stated that the salt company had refused to load the ship as the holds were not prepared and Captain Thogersen declared that, in his opinion the vessel was not in a fit condition to carry out the charter and had noted the following defects:-

- 1.- All holds dirty, with shell, frames bulkheads and deckheads heavily rusted and in need of scaling before coating with lime wash.
- 2.- Nos. 1 (p. & s.) and 2 (p.) hold bilges contained oil fuel and the D.B. tank manhole covers showed signs of leakage.
- 3.- All bilges were dirty and "full of water".
- 4.- Tank top sheathing of Nos. 1 & 2 holds, aft part impregnated with oil fuel.
- 5.- In No. 4 hold bilge (p.) the suction pipe had been blocked by a cement box and a hole had been cut in the aft bulkhead (p. & s.) to drain the bilge water into the tunnel well.
- 6.- The vessel's Gyro compass; Radar; D.F.; E.S.D. and Radio were not working satisfactorily and the Bridge/Engine Room telegraph was also in need of repair.

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Captain Thogersen stated that repairs to item 6 were in hand and that he had discussed all the defects with the Master of the "Salamanna" and requested that a Classification Society Surveyor be called in to examine the radio installation, test the Nos. 1 & 2 D.B. tanks to ensure tightness and examine the drainage arrangements of the No. 4 hold bilges. The Master of the "Salamanna" however, stated that he was unwilling to permit an L.R. inspection without the consent of his Owners and this statement was confirmed in a letter written by him to Captain Thogersen.

In view of the Master's attitude, Mr. Smith informed Captain Thogersen that he considered the Owners consent should be obtained before proceeding further and no attempt was, therefore, made to board the vessel.

On the 18th inst. the Master of the "Salamanna" visited the Valencia office and stated that the charter had been cancelled by Messrs. C.K. Harsen as the Owners of the ship had declined to give their consent to an L.R. inspection and in the opinion of the charterers the vessel was not in a fit condition to carry out the terms of the charter. The Master requested that the Valencia Surveyors make an examination of his ship and it was arranged that Mr. Smith and Mr. Maddocks should board the vessel on the 21st inst. whilst on a visit to Cartagena.

The examination was held as arranged and the following was found:-

No. 1 Hold

On shell, frames, bulkheads, deckheads etc. there was considerable loose rust which would require to be removed before painting in preparation for loading salt.

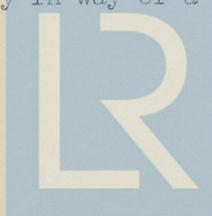
Bilge (p.) - a film of oil fuel adhering to all surfaces up to D.B. tank top level.

Bilge (s.) - dirty but free from oil fuel.

Tank top sheathing - a film of oil fuel at aft end of hold but planks do not appear to be impregnated.

No. 1 D.B. sounding pipe wasted and holed at tank top level.

Fore peak bulkhead had a small fracture in the plating at about mid height (probably in way of a stringer bracket) on the starboard side.



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No. 2 Hold

Rust as in No. 1 Hold.

Bilges (p. & s.) - a film of oil fuel adhering to all surfaces up to D.B. tank top level.

No. 2 D.B. tank (p.) manhole cover leaking slightly although there was little pressure on the tank top.

Tank top sheathing - as in No. 1 Hold. Affected area covered by tarpaulins.

Bilge sounding pipe (s.) broken at underside of Upper Deck and missing to within 2 metres of the tank top.

Steam smothering pipe to No. 1 & 2 holds fractured above Upper Deck in way of aft end of No. 2 hatch.

Nos. 3 & 4 Holds

Rust as in No. 1 Hold.

No. 4 bilge (p.) - suction pipe partly embedded in cement box which was stated to have been broken away by ship's crew to free pipe end.

Note.- Cement box stated to have been fitted on account of leaking shell rivets which were dealt with at last drydocking.

Holes in bulkead referred to by Captain Thogersen are the sounding pipes for No. 4 bilge, stand pipes being fitted in the tunnel and closed by lever weighted cocks.

It was further noted that the E.R. aft bulkead in way of the tunnel had been pierced in two places -one for passing a heating steam pipe and, at the D.B. tank top level, a smaller hole stated to be for the purpose of draining the E.R. tank top.

The alleged defective radio and navigation equipment was discussed with the Master who stated that all the items had now been repaired. He was, however, unable to recall the name of the company who had carried out this work. The Safety Radiotelegraphy certificate was examined and found to have expired on the 23rd April 1962 and the Master stated that, owing to the vessel's commitments he had been unable to have the equipment surveyed by the Society's Surveyors since that date.

In the circumstances it was recommended that the following repairs should be put in hand before the vessel left Santa Pola and the Master agreed that all the recommendations could - and



would- be carried out by the vessel's crew:-

- 1.- Nos. 1 & 2 D.B. tanks to fill and test.
- 2.- No. 1 D.B. sounding pipe to crop and part renew.
- 3.- No. 2 hold bilge sounding pipe (s.) to part renew.
- 4.- No. 4 hold bilge suction pipe to free completely from cement and test to ensure satisfactory working.
- 5.- No. 1 & 2 hold steam smothering pipe to temporarily repair by bandaging.
- 6.- Holes cut in E.Rm. W.T. bulkhead in way of tunnel to be closed watertight.
- 7.- In view of the alleged survey and repair of the radio equipment the Valencia office to be informed of the company who carried out the work with a view to ascertaining if this inspection could be credited towards a survey for the renewal of the Safety Radiotelegraphy Certificate.

On the 22nd inst. the Valencia office was advised by Captain Thogersen that the vessel had sailed from Santa Pola and a letter was now been received from the Master informing us that he had instructions from the Owners to proceed to Huelva to load ore for Hartlepool.

In the circumstances it is considered that the matter should be brought to the attention of the Committee.

Yours faithfully,
For the Surveyors


A.J. Smith

The Secretary
LONDON

c.c. Principal Surveyor for Spain.



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REPORTS

FREEBOARD

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Friday
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For Committee



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