

-2. MAR. 1966

Ship's Name ~~SS/MS~~ "LUCIANO CASTRO" 600 Gross tons of Santos
 L.R. 521364
 Is there a rpt. 8? Yes Port SANTOS Rpt. No. 4528
 No. of visits 7 First date 28.12.65 Last date 19.1.66
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only)
 Date of completing rpt. 16.2.66 Surveyed at, if different from Port above --
 Is a rpt. 9A attached? Yes MN 102 Nature of survey Damage
 Survey fees Damage fee Expenses
 (See Rpt. 9A)
 S.A. fee

DOCKING

Propeller Good Sea connections Not examined Oil gland Good
 Fastenings Good Wear down of stern bush SEE OVER
 Has screw/tube shaft been drawn? Yes Date of examn. 13.1.66
 Has shaft been changed? No Has shaft now fitted been previously used? -
 Has shaft now examined/fitted a continuous liner? No Approved oil gland? Yes

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

Air heaters
 Superheaters
 Safety valves
 Mountings, doors and fastenings
 Safety valves { Sat adjusted to { Spt
 Boiler 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

(See Rpt. 9A)

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

G. A. Stewart
 G. A. Stewart
 Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

FRIDAY 24 JUN 1966

See Rpt. 9A

Lloyd's Register Foundation

014835-014842-0196.1

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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 that 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.

DAMAGE

The vessel was drydocked at this time on account of damage stated to be due to the propeller striking a submerged object on the 22nd December 1965 whilst on voyage from Buenos Aires/Santos. (Damage Rpt. 10 attached).

It was stated that after the alleged damage had occurred water began leaking through the stern gland, the Main Engine began vibrating and the thrust to overheat. It was also stated that the starboard auxiliary diesel engine lubricating oil pump lost its suction causing overheating of some bearings.

The propeller was found to have all 3 tips bent over, torn and part missing. The propeller was removed ashore to the Naval workshops at Rio de Janeiro for repair and the spare propeller which was stated to be the vessel's original propeller previously removed for repair was fitted.

The oil gland was found to be severely damaged and was renewed.

The screwshaft was removed examined in lathe and found satisfactory.

The stern bush was found to have the whitemetal heavily wiped and was remetalled to give a clearance of .008". The clearance prior to remetalting was .200".

The propeller now fitted was tried on the shaft with and without key and the fit found satisfactory.

Upon completion of repairs a satisfactory trial was held afloat.

For details of Damage to Main and Auxiliary machinery refer to Rpt. 9A.

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.