

Ship's Name ~~SS~~ "SALAMMANNA", 2780 Gross tons

Is there a rpt. 9? Yes Port Rio de Janeiro Rpt. No. 9602

No. of visits 2 First date 22/5/64 Last date 25/5/64

Interim Cert. issued &amp; copy herewith? Yes Damage rpt. issued &amp; copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 29/5/64 Surveyed at, if different from Port above -

Surveyed afloat and/or in D.D. In drydock Last date of examination in D.D. 25/5/64

Has a Load Line Survey been held? No Freeboard Marks verified No

State which additional Rpt. 8 is attached: ~~xxxx (PS) (DB) (EC) (B)~~

Survey fees £100,000.00 Damage fee £100,000.00 Expenses £5,000.00

S.A. fee -

I have surveyed the above ship in accordance with the Rules for Damage &amp; Temporary Repairs.

Damage - stated to have been sustained due to grounding at Salvador on the 17th April 1964 in the loaded condition.

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

Now done for Damage: - Ship placed in drydock, in the loaded condition, and the bottom examined in company with the Surveyor of the Salvage Association, London.

The following damage was found - stem forefoot, heavy plate skeg, set over sharply to star'd for depth of 'A' strake; keel plates Nos.1 & 2 from forward set up and buckled locally over entire length.

Port side:- Shell plate A.1 from forward heavily buckled; A.2 from forward set in over after half and lower landing forward indented between frames; A.3 from forward set up and indented over entire length; A.4 from forward outboard landing indented between frames; B.1 from forward (stealer plate) indented in several places; B.2 from forward set up and heavily buckled over entire length; C.1 from forward (stealer plate) set up and badly buckled over entire length and holed locally; D.3 from forward set up and buckled over after three frame spaces; D.4 from forward set in and buckled over entire length; D.5 from forward set in and indented over lower half below bilge keel.

I recommend that this ship remain as classed ~~xxx~~ without fresh record of dry docking subject to the ship proceeding direct to a repair port on completion of present voyage to effect permanent repairs in drydock to buckled and set up stem, keel and bottom plating and internals in way, (p. & s), in way of fore peak, No1 and No2 double bottom tanks, also to all other conditions at present attached to the ship's class being dealt with as previously recommended. DF

(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

Deferred for SS  
(subject to H.M.)

FRIDAY 10 JUL 1964

R. Stuart Leishman

Surveyor to Lloyd's Register of Shipping

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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



Starboard side:- Shell plate A.1 from forward heavily buckled; A.2 from forward set in and heavily indented over entire length; A.3 from forward set in and heavily indented over entire length; A.4 from forward set in and indented to butt, frames 33/34 from forward; A.5 set up over forward three frame spaces; B.1 from forward (stealer plate) heavily indented and set in over entire length; B.2 from forward set in and heavily indented over entire length; C.1 (stealer plate) and C.2 from forward set up and heavily indented over entire lengths; C.3 set up at forward end over four frame spaces; D.3, D.4 and D.5 from forward set in and indented over entire lengths and D.5 holed in several places locally. Starboard side bilge keel set over and buckled over forward five metres.

All plates noted above are sufficiently badly damaged to require renewal.

At this time, the ship was loaded with cargo and it was not possible to examine internal damages in way of the above.

At the request of the Owner, and with the concurrence of the Salvage Association Surveyor and the undersigned, it was proposed that the ship should complete her present voyage, the cargo being destined for Trinidad and the U.S.A. and thereafter to proceed direct to a repair port to effect permanent repairs in drydock. It was pointed out to the Owners Representative that the Special Survey would be due to be carried out at the same time.

At this time, the stem forefoot was cropped away and welded plate doublers were fitted over all local piercings of the bottom shell. Bottom riveting and seams in way of damaged area were overhauled by welding and caulking as necessary, and fore peak and Nos.1 & 2 double bottom tanks were tested by hydraulic pressure on completion and found free from leakage.

Wear and Tear Repairs:- Small local corroded hole in shell stealer plate No2 from aft in 2nd strake from keel (p.s) fitted with welded plate doubler at this time.

S.R.L. - Nothing done to these items at this time, except for starboard furnace of port boiler ( see Report 9 ).

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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