

(TRANSLATION).

LA 5816

Letter dated 18th December, 1962 addressed to the Society's New York Office. Reference S.S. "SALAMMANNA"-Drydocking at Fort-de-France, from 15th to 19th June, 1962.

Dear Sirs,

We acknowledge the receipt of your letter of the 13th November, 1962 respecting the drydocking of the above named ship from the 15th to 19th June, 1962, at our port, and expressing the desire of your Society's London Office to receive additional information concerning the condition in which the survey of the Main Boilers and their accessories, namely: super heater, safety valves etc., was carried out.

We also note that your request for additional information also extends to the oil fuel burning installation and its behavior in service.

As far as the boiler installation is concerned, and more particularly the starboard boiler, we would remind you that our attention was drawn to the rather bad state of the nest of tubes, the lower rows of which were practically closed up at the ends by important deposit of sodium chloride and soot forming a scale particularly difficult to remove.

A sample of this deposit was sent to the Salvage Association in London, on the 28.7.62, to enable them to obtain an exact opinion of the state of the boilers on arrival at Fort-de-France.

Furthermore, the internal survey of the water spaces disclosed the presence of calcium deposit on the flanks of the furnace, whilst the shell was coated with a deposit of the same kind, formed largely by calcium sulphate and sludge, which, however, was comparatively easily eliminated by scrubbing, followed by brushing and washing down with fresh water.

In view of this, we recommended a complete cleaning of both boilers, after which we resumed our investigations. These were directed to the state of the valve fittings, which were carefully examined and repaired as recommended by us and under our supervision.

Both boilers were then tested hydraulically and the safety valves adjusted under steam to a pressure of 200 pounds per sq. inch.

The working pressure was maintained for 5 to 10 mins., during which the boilers behaved satisfactorily. No traces of fatigue or weaknesses likely to affect their use were observed. During the test the nest of tubes and the super heater were kept under observation, and no leaks were observed.

We would inform you that the oil fuel burning installation was not dismantled for examination. A General Survey carried out under working conditions did not reveal anything abnormal, and the installation appeared to be functioning satisfactorily.

Finally, on completion of repairs we recommended maintenance of the vessel until the next Annual Survey, as per certificates, which were issued before the vessel's departure.

We trust that the above information will enable you to get an exact idea of the condition of the "SALAMMANNA", with a view to making the necessary arrangements for the next Annual Survey and the renewal of the ship's class.

Yours sincerely,

(Sgd) G. Leotin



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004698-004702-0080