

Ship's Name ~~SSMS~~ "SALAMMANNA"  
LR. 530763 Gross tons 2780.

Is there a rpt. 9? No Port VALENCIA. Rpt. No:

No. of visits One First date And Last date 21st May, 1963.

Interim Cert. issued & copy herewith? No Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) 6693 CCO

Date of completing rpt. Surveyed at, if different from Port above SANTA POLA.

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); (PS); (DR); (EQ); (Rig)

Survey fees - Damage fee - Expenses -

S.A. fee

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

I have surveyed the above ship in accordance with the Rules for **CONDITION.**

At the request of the Master, an examination of the hold spaces was carried out.

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

FOUND

No.1 Hold

Shell plating, frames, bulkheads, deckheads &c. were heavily corroded with a considerable amount of loose rust.

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

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

Tank top wood sheathing at the after end of the hold coated with a film of fuel oil. Sheathing does not appear to be impregnated with oil.

P.T.O...

~~\*\*\*\*\*~~  
This report is issued for the information of the Committee.

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 date

(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

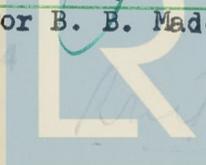
Minute

*Noted*

(For B. B. Maddocks & Self).

TUESDAY 27 OCT 1963

*A. J. Vaneck*  
Surveyors to Lloyd's Register of Shipping



Lloyd's Register Foundation

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

004698-004702-0091 1/2 (await further info)

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

The Fore Peak tank bulkhead appeared to have a small fracture at about mid height (s). No opportunity was afforded for closer inspection of this defect.

No.2 Hold

Corrosion of shell plating, frames &c as in No.1 Hold.

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

No.2 D.B. tank (p) manhole cover leaking slightly with a small head of pressure on the tank.

D.B. tank top sheathing contamination as in No.1 Hold.

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

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

No.3 Hold

Corrosion of shell plating, frames &c. as in No.1 Hold.

No.4 Hold

Corrosion of shell plating, frames &c. as in No.1 Hold.

Bilge (p) - suction pipe open end partly embedded in a cement box.

ENGINE ROOM

Aft bulkhead in way of shaft tunnel was noted to have been pierced in two places - one hole for the passage of a pipe, stated to be for steam heating purposes, and the second, smaller hole which was stated to be for the purpose of draining the E. Rm. D.B. tank top.

Cont.2.....

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 VALENCIA.

Rpt. No.

SAFETY RADIOTELEGRAPHY CERTIFICATE

In the course of the survey enquiries were made regarding the vessel's existing certificates and it was ascertained and verified, that the validity of the Safety Radiotelegraphy Certificate had expired on the 23rd April, 1962. It was stated by the Master that repairs had been effected to the equipment during the vessel's stay in Santa Pola.

RECOMMENDED

In view of the above findings it was recommended that the following repairs should be effected before the vessel sailed from Santa Pola:-

No.1 D.B. tank sounding pipe to be cropped and part renewed.

Nos.1 & 2 D.B. Tanks to be filled and tested.

Fore Peak bulkhead in No.1 Hold (s) to be repaired by means of E.W. doubler.

No.2 Hold bilge sounding pipe (s) to be part renewed.

No.4 Hold bilge suction pipe to be freed from the cement box and tested to ensure satisfactory working.

Nos.1 and 2 hold steam smothering pipes to be temporarily repaired by bandaging.

E.Rm. watertight bulkhead in way of tunnel, holes cut for passage of steam pipe and drainage to be closed watertight.

Valencia Office to be advised of details of repairs to the Safety Radiotelegraphy Equipment and the name of the Company who carried out the inspection with a view to ascertaining if the examination could be credited towards a survey for the renewal of the Certificate.

On the 22nd May this Office was advised that the vessel had sailed from Santa Pola.

*A. J. Smith*

