

31 DEC 1962

Ship's Name **SSMS**

"DIRECTOR MADARIAGA"

Gross tons

Is there a rpt. 8?

Port of Rotterdam Rpt. No. **55137**No. of visits  
Interim Cert. issued  
& copy herewith?First date  
Damage rpt. issued  
& copy herewith?Last date  
Last rpt. (H.Q. only)Date of  
completing rpt.

Surveyed at, if different from Port above

Is a rpt. 9A  
attached? **yes**

MN

Nature of survey Re-Classification  
DBS

Survey fees

Damage fee

Expenses

S.A. fee

Propeller

DOCKING

Sea connections

Oil gland

Fastenings

Wear down of stern bushes. Rewooded a fit.

Has screw/wire  
shaft been drawn? **yes P&S**

Date of examn.

Has shaft been  
changed? **yes P&S**Has shaft now fitted been previously used? **no**Has shaft now ~~examined~~/fitted a continuous liner? **yes** Approved oil gland? **--****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**P&S O.F. and  
P&S E.G. All.Air heaters **good P&S O.F.**Superheaters **not fitted.**Safety valves **All good**Mountings, doors  
and fastenings **All good**Safety valves { Sat **180 lbs/sq. i.**  
adjusted to { Spt **--**Boiler securing  
arrangements **all, good**Main economisers **--**

Exhaust gas heated economisers

Steam heated  
steam generators **--**Steam generator safety valves adjusted to **--**Forced  
circulating pumps **--**Funnel **good**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? **yes, good**

I recommend that the machinery of this ship remain as classed with/without fresh record of

(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

*See Rpt 9A.*

TUESDAY 19 FEB 1963

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register  
Foundation

009780-009788-0245

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 Examina-  
tion. 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)

Total kW  
or kVA

a Generators

b Exciters

c Air coolers

d Motors

e Air coolers

Control gear  
f cables, etc.Insulation  
g resistanceInsulating  
h oil testOverspeed  
i governorsMagnetic  
j couplings

k Air gap

## AUXILIARY

Total kW or kVA

l Generators &  
governors

m Motors

n Switchboards  
& fittings

o Circuit breakers

p Cables

q Insulation  
resistancer Steering gear  
generators &  
motorss Navigation light  
indicators

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. Both main engines have been removed to shop and new bedplates and frames (welded) made and fitted. All brasses remetalled and crankshafts magnetic crack detected, and in order. Cylinder casings, liners, covers, pistons, rods, crossheads with brasses, guides and shoes all examined, made good and refitted. Engine driven scavengeblowers opened out, examined and in order. Both tailshafts replaced by new spare ones, marked P: Lloyd's Rott No.1965 EMD 28-9-49. Starb: Lloyd's Rott No.822 WB/JFV 16-5-57.

When instructions were received regarding re-classification the vessel had just left drydock and main engines nearing completion for re-installing on board.

Examined refitting of both main engines and found satisfactory.

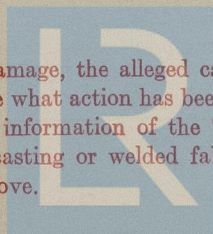
Both scotch oil fired- and both exhaust gas heated boilers examined internally and externally with mountings and under steampressure and all in order.

Installation examined under working- and manoeuvring conditions and satisfactory.

It was stated that the re-classification survey will be completed on arrival Buenos-Aires.

Plans of the newly fitted bedplates are attached.

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.



© 2021

Lloyd's Register  
Foundation