

Ship's Name **SS/MS "LUCIANO CASTRO"** Gross tons 600
 LR 521364
 Is there a rpt. 8? **yes** Port **Buenos Aires** Rpt. No. 38948
 No. of visits **six** First date **9-3-66** Last date **16-3-66**
 Interim Cert. issued & copy herewith? **yes** Damage rpt. issued & copy herewith? **no** Last rpt. (H.Q. only)
 Date of completing rpt. **30-3-66** Surveyed at, if different from Port above **-**
 Is a rpt. 9^A attached? **no** **MN** Nature of survey **DS & DAM**
 Survey fees Damage fee Expenses
 \$ 12.000.00 \$ 1.000.00
 S.A. fee

DOCKING

Propeller **good** Sea connections Oil gland **good**
 Fastenings **good** Wear down of stern bush **0.012"**
 Has screw/tube shaft been drawn? **yes** Date of exam. **15-3-66**
 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 Forced circulating pumps
 Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? Steam generator safety valves adjusted to Funnel 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 T S 06 3/66 now subject to any conditions at present attached to the vessel's class being dealt with as previously recommended.

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

R Guy
R. GUY & T. L. PALMER
 Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY 24 JUN 1966

Minute

+ LMC ES. 4.64
 15. 3.66

ALSO FOR

SPL FOR

TRO

SRL BY

POSTING

HEADER

CERT

Lloyd's Register
 Foundation

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.

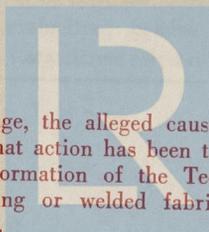
DAMAGE : stated to have been sustained whilst on a voyage from Floreanapolis to Buenos Aires on the 1st February 1966 when one propeller blade was reported to have shed . Cause stated unknown.

FOUND: One propeller blade missing from a point about 2" above base. Stern bush slack in stern tube with metal lightly wiped .

NOW DONE: A spare propeller marked identical to damaged propeller:

BAL. 29-1-65 AMRT - now fitted to existing shaft. Stern bush now renewed.

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

Register
Foundation