

Ship's Name **SS/MS "LUCIANO CASTRO"** 600 Gross tons of Santos
L.R. 521364
Is there a rpt. 8? Yes Port of SANTOS Rpt. No. 4449
No. of visits 4 First date 4.9.65 Last date 22.9.65
Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)
Date of completing rpt. 30.11.65 Surveyed at, if different from Port above --
Is a rpt. 9A attached? No MN 102 Nature of survey Damage
Survey fees Damage fee Expenses
TS Cr\$ 70.000 Cables Cr\$ 7,942
Rprs Cr\$ 150.000
S.A. fee

DOCKING
Propeller Good Sea connections Not examined Oil gland Good
Fastenings Good Wear down of stern bush .012"
Has screw/tube shaft been drawn? Yes Date of examn. 14.9.65
Has shaft been changed? Yes Has shaft now fitted been previously used? No
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 Steam generator safety valves adjusted to
Forced circulating pumps Funnel
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?

I recommend that the machinery of this ship remain as classed with/without fresh record of
TSN (OG) 9.65 subject to any outstanding conditions 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.)

Date of Committee

Minute

G. A. Stewart
G. A. Stewart
Surveyor to Lloyd's Register of Shipping

MONDAY 24 JAN 1966

+TS(N) 965

(ES 464/Boiler head)

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

014835-014842-0207

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 - PROPELLER AND SCREWSHAFT

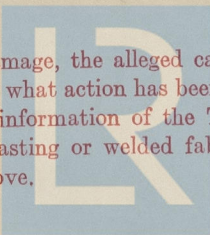
It was stated that whilst on voyage from Fortaleza - Santos on the 31st July 1965 the screwshaft broke and the propeller was lost. It was stated that the machinery and the vessel were performing quite normally at the time the damage occurred.

The vessel was subsequently towed to this Port for repairs.

Upon examining the remains of the screwshaft whilst the vessel was on the slipway it was found that the shaft had broken at the top of the cone but no obvious cause of the failure was apparent. The wear down of the stem bush was found in order, alignment of the shaft checked and found to be satisfactory.

A new unused shaft and propeller (bronze) were satisfactorily fitted and a fit of the shaft to the propeller with and without key witnessed.

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.



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