

COPY

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

107 Cotton Exchange Building

GALVESTON, TEXAS



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Cablegrams: *Register,*  
Galveston

Telephone: 2-2832

November 5, 1959

Secretary

NEW YORK

Sir:

S.S. "SANTI"  
GAL. Rpt. No. 6669

I would reply as follows to your letter dated October 26, 1959, enclosing copy of London letter of enquiry, Ref. "Classn(S), AH/EME, dated October, 1959 concerning the above report (condition of ship's boilers).

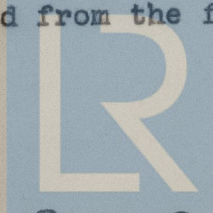
On the two occasions that this ship came under survey at this time April/May 1959 (Gal. Rpt. No. 6621) and August 1959 (Gal. Rpt. No. 6629) it was under emergency conditions, before or after loading a lubricating cargo at Houston, Texas, the survey confined to the safe working condition of the machinery only, and the local shipyard only carrying out such repairs as specifically recommended and or approved by the Master and Agents in writing.

New Engines (made 1941) and new boilers (made 1940) were refitted on this ship 1957. This Engine (made by Canadian Vickers Ltd.), triple expansion 4 cylinder, high speed, Corvette type, when installed (1957) was provided with a cylinder lubricator, considered to be most desirable for this type of engine.

When it became necessary to renew the H.P. piston rings and H.P. inlet valve rings (April/May 1959) and encountering difficulties in running in and obtaining a good glazed surface to the new rings, a suitable cylinder lubricator was fitted between the throttle valve and H.P. valve chest. The hotwell filter arrangements were found satisfactory and ample spare filtering medium provided.

At the same time the Chief Engineer was advised as to the correct amount of cylinder lubrication to be injected daily, cautioned against excessive cylinder lubrication and of the necessity to keep the feed water filters under close observation.

The boilers were also cleaned out internally (density high) and considerable carbon deposits, etc. removed from the fire sides due to poor combustion.



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It would appear to the undersigned that the presence of oil reportedly found in the water spaces of the port boiler at Cadiz, July would be due to excessive use of cylinder oil lubrication, by the ship's crew. It was subsequently ascertained when the ship again came under survey at Galveston, August 1959, that the recently renewed H.P. piston and valve rings were properly run in and very little if any cylinder lubrication being then used.

The boilers were again cleaned internally and externally (August 1959) by the ship's crew concurrently with other machinery repairs. The major repairs then carried out was primarily in consequence of a very badly leaking stay tube in the port boiler and of no particular significance.

In general the machinery of this ship appeared to be in a dirty and neglected condition, and it is suggested that when the ship again comes under the Society's survey at a home port the machinery be carefully looked over, especially if the ship continues to be engaged on long voyages and the carriage of special lubricating oil cargoes in bulk.

This letter forwarded in duplicate for your convenience in addressing London.

Yours very truly,

*W. Rennie*

W. Rennie

DLW



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