

COPY.

# LLOYD'S REGISTER OF SHIPPING

Port Galveston, Texas

September 8, 1959

This is to Certify that I have  
& Boilers partly  
surveyed the Machinery/ of the S/S "SANTI" 4519 tons gross of  
Monrovia, afloat at Todd Shipyards Corp., Galveston, Texas on  
August 24 to 28, 1959, for repairs to Engines & Boilers,

and that I will transmit to the Committee of Lloyd's Register of  
Shipping, London, a Report stating that all recommendations made by  
me in connection therewith have been carried out to my satisfaction; also  
that I will Recommend that in the case of this Vessel the following  
Survey Records be made in the Supplement to the Register Book  
Without Fresh Survey Record

and that her Machinery Classification Record be continued in the Book.

Parts now examined:  
(C.S. Items only)

For summary of repairs carried out to Engines & Boilers see  
attached follower.

*W. Rennie*  
Engineer Surveyor to Lloyd's Register.  
W. Rennie

## KEY TO ABBREVIATIONS

ABS	Auxiliary Boiler Survey	SGS	Steam Generator Survey
CS	Continuous Survey of Engines	SPS	Steampipe Survey
DBS	Donkey Boiler Survey	TS	Tailshaft Survey
ES	Engine Special Survey	TS(CL)	Tailshaft Survey—Continuous Liner
MBS	Main Boiler Survey	TSN	Tailshaft renewed
MES	Modified Survey of Oil Engines	TS(OG)	Tailshaft Survey—Oil Gland
OF	Fitted for oil fuel (date) FP above 150° F.		

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Following repairs now carried out:

Boilers (opened up and generally cleaned internally & externally ship's crew) afterwards tested hydrostatically to working pressure found or made good.

Boiler, outboard comb. chamber - 2 stay tubes expanded & caulked.

Board Boiler, outboard combustion chamber - (lower inboard stay leaking badly and front and back wrapper plate seams, plating and bolts in way badly eroded locally) -

rivets each at front and back wrapper plate seams, one stay bolt, three stay bolt nuts removed, eroded areas built up by electric welding to original thickness, reriveted, stay bolt & nuts renewed, rejointed and caulked as necessary.  
three stay tubes expanded, lightly caulked and one efficiently welded.

Engine:

ahead eccentric sheave and straps (badly worn, top half sheave one bolt broken) removed to shop, fractured top half sheave veed efficiently welded, sheaves set up in lathes, outside diameter lined true, bore machined out oversize to receive a machined steel r, efficiently fitted and dowelled.

halves of eccentric straps remetalled and machined.

centric sheaves efficiently fitted to crankshaft with new dowels, straps refitted with two new bolts.

slide valve cover removed, valve settings verified and properly tested.

mainery satisfactorily tested under working conditions.

dependent steam circulating pump (when ship was preparing to leave Shipyard - the piston rod gland & studs broke) piston and rod removed, new gland and studs supplied, fitted and pump reassembled.

Emergency diesel generator engine - some repairs and adjustments carried out to the fuel injectors, timing gears, electric starter, etc. Chief Engineers requirements.

*Wm Rennie*



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