

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*

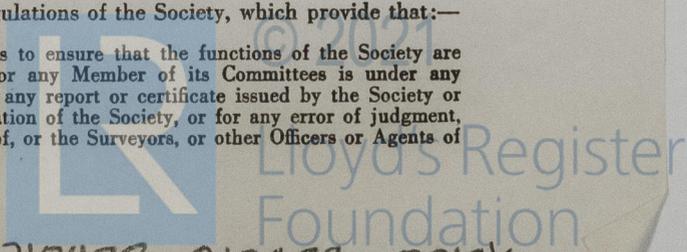
**Engineer Surveyor to Lloyd's Register.  
W. Rennie**

**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. |        |                                   |

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



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.

Inboard 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 lathe, 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. eccentric sheaves efficiently fitted to crankshaft with new dowels, caps 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*



© 2021

Lloyd's Register  
Foundation

010478-010483-0019<sup>2</sup>/<sub>2</sub>