

Rpt. 9

Date of writing report Sept. 8, 1959
Survey held at Galveston, Texas

Received London
No. of visits 3

Port Galveston, Texas No. 6669
First date Aug. 24 Last date Aug. 28, 1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 29151 Name ^{S.S.} Tanker "SANTI"
Owners Ibero Continental S.A. Managers
Engines made Mtl. By Canadian Vickers Ltd. Type T 4 Cy.
No. of Main Engines No. of Screws 1
No. of Main Boilers 2 SB W.P. 225 lb.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat, Todd S.C.
Nature of Survey Repairs (E. & B.)
Was Damage Report issued? - Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
*100A1 Oil Tanker	*LMC 10/58
SS Cdz. (M) 10/58--12 mos.	MBS 10/58
Docking 2/59	CL 10/58
Reclassified 10/58	

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; 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.

DOCKING Propellers	Wear Down of Stern Bushes	Oil Glands	Sea Connections
Fastenings	Has Screwshaft/Tubeshaft been drawn?	Date of Examination	Has Shaft been changed?
Has Shaft now fitted been previously used?	Has Shaft now examined/fitted a continuous liner?	Approved oil gland?	
MAIN ENGINES (Recip. Steam or I.C.)	PORT	STARBOARD	
1 Cyls., Covers, Pistons & Rods			
2 Valves & Gears			
3 Connecting Rods, Top Ends & Guides	Side Centre		
4 Crankpins & Bearings	Side Centre		
5 Journals & Bearings			
MAIN ENGINE DRIVEN AIR COMPRESSORS			
6 Cyls., Covers, Pistons & Rods			
7 Connecting Rods & Top Ends			
8 Crankpins & Bearings			
9 Journals & Bearings			
10 Coolers & Safety Devices			
MAIN ENGINE DRIVEN SCAVENGE PUMPS			
11 Cyls., Covers, Pistons & Rods			
12 Connecting Rods & Top Ends			
13 Crankpins & Bearings			
14 Journals & Bearings			
15 Levers			
16 SCAVENGE BLOWERS			
17 SUPERCHARGERS			
MAIN TURBINES			
18 Casings, Rotors, Blading, Bearings & Thrusts			
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)			
20 STEAM COMPRESSORS			
21 CLUTCHES & HYDRAULIC COUPLINGS			
22 REDUCTION GEARING			
23 THRUST BLOCKS, SHAFTS & BEARINGS			
24 INTERMEDIATE SHAFTS & BEARINGS			
25 HOLDING DOWN BOLTS & CHOCKS			
26 CONDENSERS (MAIN & AUX.)			
27 STEAM RE-HEATERS			
28 DE-SUPERHEATERS			
29 STOP & MANOEUVRING VALVES			
30 MAIN ENGINE DRIVEN PUMPS			
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES			

OPINION OF MACHINERY AND RECOMMENDATIONS This vessel's machinery, so far as now seen, is in a good & safe working condition and eligible in my opinion to remain as classed without fresh survey record.

Date of Committee
Decision

NEW YORK

SEP 16 1959

AS LOW, Subject.

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

010478-010483-0020 1/2

If certificate is required state where to be sent

