

Rpt. 9

Date of writing report 23. 7. 59.  
Survey held at La Coracca

Received London

No. of visits 3

Port

First date 4. 7. 59

No.

Last date 23. 7. 59

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 29151 Name S.S. "SANTI" & "ALFA" 58 & Kiki MAESS 51. Gross tons 4519 Date of build 1928 5

Owners S. A. Managers Port of Registry Monrovia

Engines made 1941 By Canadian Vickers Ltd. Montreal. Type T. 4 cyl

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 W.P. 225 lb

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Dam and Repair Commenced D.S. 2.59. Re-lashed 10:58

Was Damage Report issued? No Int. Cert. Yes M.B.S. 10:58

Last Report (For Head Office only) 6621 Gal

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 Have Main Engines been tested working and manoeuvring? No

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, as far as now seen, is in good condition eligible to remain as now classed in the Register Book and have their record of M.B.S. 2.59 when the survey has been completed. Subject to the repair to the port and centre journals of the port boiler being re-laminated before the end of November 1959 (4 months time).

Date of Committee THURSDAY 27 AUG 1959

Decision As above subject

40m.4.57. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

W. J. G. WILSON.

Engineer Surveyor to Lloyd's Register of Shipping

FOR SELF AND ON BEHALF N. STEPHENSON.

010478-010483-002612



32 Essential Independent Pumps (Identify by position).....

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....

35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....

38 Independent Air Compressors, Coolers & Safety Devices.....

39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....

41 Oil Fuel Tanks (Not forming part of hull structure).....

42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....

44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

| PROPULSION                       | PORT | STARBOARD | ELECTRICAL EQUIPMENT                       | AUXILIARY EQUIPMENT |
|----------------------------------|------|-----------|--|---------------------|
| a Generators.....                |      |           | 1 Generators & Governors.....              |                     |
| b Exciters.....                  |      |           |  |                     |
| c Air Coolers.....               |      |           | m Motors.....                              |                     |
| d Motors.....                    |      |           | n Switchboards & Fittings.....             |                     |
| e Air Coolers.....               |      |           | o Circuit Breakers.....                    |                     |
| f Control Gear, Cables, etc..... |      |           | p Cables.....                              |                     |
| g Insulation Resistance.....     |      |           | q Insulation Resistance.....               |                     |
| h Insulating Oil Test.....       |      |           | r Steering Gear Generators and Motors..... |                     |
| i Overspeed Governors.....       |      |           | s Navigation Light Indicators.....         |                     |
| j Magnetic Couplings.....        |      |           |  |                     |
| k Air Sep.....                   |      |           |  |                     |

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN BOILER Good 13.7.59

Starboard Boiler Good 13.7.59

Superheaters 1st & 2nd

Safety Valves 1st & 2nd

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to 1st & 2nd

Boiler Securing Arrangements Good

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? No Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Now done for damage - Temporary Repair

Note:-

It was stated that in June 1959, while the ship was at sea on a passage from Britain to Baltimore, U.S.A. the centre furnace of the port boiler was found to be defective and it was decided to put the ship into Cadiz for examination of the port boiler and repair.

Port Boiler:-

Found covered with oil on water side, cleaned. Centre furnace cropped and part renewed. New part extending from 2nd to 3rd corrugation and from top of furnace around 1/3rd of the circumference on starboard side. Port furnace still found to be defective, found satisfactory furnace found as far as practicable.

Both furnaces calibrated upon completion of repairs and readings obtained recorded, and Owners representative agreed to keep both furnaces under strict observation.

Continued on follow sheet 161.

Survey fees

Damage fee Rs. 4200

Expenses... Rs. 240

Date when A/c rendered 10-8-59

Rpt. Cont. Sheet

Port of Cadiz

Continuation of Mch. Report No. 2851

dated 23.7.1959

on the S.S. "SANTI" FOLLOWER SHEET No. 1.

Now done for damage:- Temporary Repair - (Continued)

Boiler afterwards examined under hydrostatic test and found in good order.

It is further recommended that the repair to both port and centre furnaces of the port boiler be re-examined before the end of November 1959, and it is submitted that this item should be made a condition of class.

Owners advised. Considered efficient meantime.

Starboard Boiler:-

Boiler opened out and examined internally and found clean and in good order.

Condensate System:-

Observation tank and feed water filters cleaned.

Heating coils in large Tank Space.

Heating coils tested, defective sections located, repaired or renewed as required.

W.J.G. Smith