

Rpt. 9

Date of writing report 28-2-59

Survey held at CADIZ

Received London

No. of visits one

Port CADIZ

First date 25-2-59

No. 2496

Last date 25-2-59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 90945 S.S. Name "SANTI" Gross tons 4519 Date of build 1931
Owners IBERO CONTINENTAL S.A. Managers Port of Registry MONROVIA
Engines made MEL By CANADIAN VICKERS LTD. Type 4 CYL TRIPLE
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 258 W.P. 225 lb
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock DRY
Nature of Survey EXAM. IN DRY DOCK
Was Damage Report issued? Int. Cert.? No
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 A1 OIL TANKER	+ LMC 10.58
9.58	MBS 10.58
RECLASSED 10.58	TSC 10.58
SS (CDZ) M L MNTNS 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 Good Wear Down of Stern Bushes NOT TAKEN 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 glands?
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 Valves
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Shading, 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?

OPINION OF MACHINERY AND RECOMMENDATIONS

This vessel is eligible in my opinion to remain as classed without fresh record of survey subject to approved repairs being installed in pump rooms and boiler deck space at first opportunity (as previously recommended)

Date of Committee

Decision

TUESDAY 14 APR 1959

As now subject.

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Noted
for
Header

Engine Surveyor to Lloyd's Register of Shipping

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- 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).....

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

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

MAIN	AUXILIARY, DONKEY or PRESS.
Superheaters.....	
Safety Valves.....	
Mountings, Doors & Fastenings.....	
Safety Valves Adjusted to Sat. Sph.....	
Boiler Securing Arrangements.....	
Hot Economisers.....	Exhaust Gas Heated Economisers.....
Steam Heated Steam Generators.....	Steam Generator Safety Valves Adjusted to.....
Wear On Burning Systems & Burner Controls examined working in accordance with Rules?.....	Forced Circulating Pumps.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....	Funnel.....

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)

The approved light fittings are aboard the vessel but it was not possible to fit them to the existing mineral insulated copper sheathed cables. It is proposed to renew these cables at the first opportunity and in the meantime these circuits are all "dead".

LEAVE THIS SPACE BLANK

Survey fee

Damage fee

Expenses

Date when A/c rendered



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Class is subject to survey in the main engine room over the engine space at the first opportunity. It is submitted that this vessel is eligible to remain as CLASSED.