

Rpt. 9

Date of writing report May 30, 1959

Received London 8

Port Galveston, Texas

No. 6621

Survey held at Galveston, Texas

No. of visits 12 (4)

First date May 13

Last date May 19, 1959

REC'D NEW YORK JUN 10 1959
170 JUL 1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 93171 Name S.S. "SANTI" Gross tons 4519 Date of build 1928
 Owners Ibero Continental S.A. Managers Port of Registry Monrovia
 Engines made Mtl. By Canadian Vickers Ltd. Type T 4 Cy. (Corvette type)

No. of Main Engines 1 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 Damage & repairs
 Was Damage Report issued? - Int. Cert.? Yes

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	*LMC 10/58
Reclassified 10/58	MBS 10/58
SS Cdz. (M) 10/58 - mos.	CL 10/58
Docking 9/58	+NE made 41 refitted 57
Oil Tanker	+NE made 40 refitted 57
	O.F. 4/57

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 H.P. & I.P. - good
- 2 Valves & Gears (H.P., I.P. & both L.P. - good
H.P. eccentrics
- 3 Connecting Rods, Top Ends & Guides Side
Centre H.P. - good
- 4 Crankpins & Bearings Side
Centre H.P. - good
- 5 Journals & Bearings Nos. 2 & 3 - good
- 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 - Good
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? Yes

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

Date of Committee NEW YORK JUN 24
 Decision As now Subject
 Noted for Header

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 Engineer Surveyor to Lloyd's Register of Shipping
 010478-010483-0040 1/2

If certificate is required state where to be sent.

stop valves, both intermediate steam stop valves and the throttle valve, steam piping, receiver piping and steam ports, etc. blown through with compressed air.

Throttle valve seat, one securing set bolt broken and remainder defective, all renewed.

Thrust shaft bearing opened up, lateral clearance verified and found satisfactory.

The machinery parts opened up for examination and repairs, reassembled, adjusted and clearances verified.

Dock trial, machinery tested under working conditions, approx. 4 hours at 75 R.P.M. (attended by undersigned) afterwards H.P. valve removed for examination, found satisfactory & recommended adjustments to H.P. crankpin bearing & H.P. valve saddle block carried out.

Ship sailed P.M., 10th May, 1959.

(2) May 13 to May 19, 1959

As per note of protest.

May 12, 1959, at 0700 hours, main engines were stopped, H.P. piston rings examined, found to be excessively worn, and spare rings fitted, at 1300 hours when it was deemed advisable to return to Galveston.

May 13, 1959, at 0430 hours, anchored near port entrance.

H.P. piston rings again examined and found to be excessively worn.

0900 hours with pilot aboard & proceeded towards Galveston at reduced power.

1030 hours, two tugs alongside to assist.

At 1100 hours, berthed at Todd Shipyards, Galveston for further examination and necessary repairs, viz:

H.P. piston & rod removed.

Both sets of piston rings which had been in use found to be excessively worn and slack in the cylinder, and this type of plain angle cut ring unsuitable for engine speed & steam pressure, causing excessive pressure on cylinder walls.

Two (2) lockwood & Carlisle type restriction and four (4) Piston rings (two being as spare) cast of good grade material, cut, machined, properly fitted and adjusted for compression, & installed on piston.

Crosshead bearings opened up, alignment verified, rod trained. A .035" liner fitted under the after palm of the connecting rod & .010" liner removed from the forward palm, piston central H.P. crosshead guide realigned.

H.P. valve removed to shop.

Some wear of valve rings & valve cage liners but all intact.

Cast, machined & properly adjusted and installed new upper & lower Lockwood & Carlisle valve rings.

The upper and lower valve cage liners removed to shop, and the internal surfaces machined, ground to a true & smooth bore and refitted.

H.P. valve rod guide brasses removed to shop, closed up, rebored to a true diameter and lined out true to valve chamber.

H.P. valve reversing gear removed to shop, the astern eccentric rod (slightly bent) faired and bearing palms machined.

Saddle block pin built up by welding and machined, bearings machined to suit.

Top and bottom of quadrant filed true, saddle block squared up and slipper brasses adjusted. All link bearings adjusted to proper clearances.

Ahead & astern eccentric straps opened up, 1/8" machined off ahead strap distance pieces, liners fitted & straps adjusted.

Valve lead adjusting bar removed to shop, built up by welding, drag link ends remachined, 1/16" cut back on the locking square & adjusting screw secured.

After L.P. valve, guide bearing cap removed to shop, 3/16" machined from split, reinstalled with 1/8" liners and properly adjusted.

Boilers, Port & Starboard

Opened up, considerable amount of sediment, mud and scale removed from boiler bottom, water sides washed down with fresh water and reclosed.

The ship's crew removed the carbon deposits and cleaned the fire sides of the furnaces.

Cylinder lubricator (not previously provided)

A suitable type cylinder lubricator now supplied & fitted between the throttle valve & H.P. valve chest.

Hotwell filter opened up and arrangement found satisfactory.

Dock trials: Machinery tested working for two hour period, H.P. valve chest cover removed for examination of valve cages, dock trial continued for a further four (4) hour satisfactory period of continuous running (attended by the undersigned).

Afterwards the H.P. valve removed, also H.P. piston rings removed for examination by the undersigned.

All rings found to be developing a good polished glazed surface and all reclosed in good order.

Ship sailed P.M., 19th May, 1959.

Uni Rennie



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