

REPORT OF MACHINERY SURVEYS AND REPAIRS  
(ENGINES AND AUXILIARIES)

Received London

10 NOV 1962

Ship's Name SS/MS "SANTA FORTUNA"

Gross tons 10061.

Is there a rpt. 8? Yes.

Port HONG KONG. Rpt. No. 17345.

No. of visits 3

First date 19-10-62. Last date 1-11-62.

Interim Cert. issued & copy herewith? Yes.

Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only)

Date of completing rpt. 10-11-62.

Surveyed at, if different from Port above --

Is a rpt. 9B attached? No.

MN 850

Nature of survey S.R.L. & Conversion of Cargo Pipe Lines.

Survey fees \$120.00

Damage fee --

Expenses \$10.00

Cab.H.Kg. 32.00

Cab.Lon. 23.00

S.A. fee --

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers, pistons & rods

2 Valves & gears

3 Con. rods, top ends & guides centre

Side

4 Crankpins & bearings centre

Side

5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods

7 Con. rods & top ends

8 Crankpins & bearings

9 Journals & bearings

10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers, pistons & rods

12 Con. rods & top ends

13 Crankpins & bearings

14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors, blading, bearings & thrusts

15 Levers

17 Reduction gearing

18 Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed ~~with~~ without fresh record of Survey.

Condition affecting vessel's class :

M.E. F.W. cooling pump dealt with at Rotterdam, July, 1962.

M.E. S.W. cooling pump, made a condition of class at that time, now dealt with. Both items may now be deleted.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

James A. Anderson

Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY - 4 JAN 1963

Minute As now, without spl can.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT



Lloyd's Register Foundation

State  
Port  
Star

Identified  
by  
position

- 20 Exhaust steam turbines (with recip. eng.)
- 22 Steam compressors
- 24 Clutches & hydraulic couplings
- 26 Steam re-heaters
- 28 De-superheaters
- 30 Stop & manoeuvring valves
- 33 Main engine driven pumps

- 21 Thrust blocks shafts & bearings
- 23 Intermediate shafts & bearings
- 25 Condensers (main & aux.)
- 27 Air ejectors (main & aux.)
- 29 Forced &/or induced draught fans
- 31 Holding down bolts & chocks

- 32 Detuner or vibration damper

S.W. Cooling pump chest renewed.

- 34 Crankcase doors & explosion relief devices

- 35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

- 36 Essential independent pumps

- 37 Bilge, ballast & oil fuel suction lines, fittings & controls

- 38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

- 39 Fresh water coolers

- 40 Lub. oil coolers

- 41 Heaters (state service)

- 42 Feed water filters

- 43 Auxiliary air receivers & safety devices

- 44 Starting air pipes

- 45 Main air receivers & safety devices

- 46 Independent air compressors coolers & safety devices

- 47 Oil fuel tanks (not forming part of the hull structure)

- 48 Have all evaporators safety valves been tested under steam?

- 49 Evaporators HP & LP

- 50 Distillers

- 51 Fire extinguishing arrangements

- 52 Steering machinery

- 53 Windlass

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Vegetable oil was to be carried in Nos.2 & 3 centre and Nos.3, 4, 5, 6 & 7 port & starboard wing tanks and pumped out by the ship's cargo pump using the cargo pipe lines. These cargo pipe lines had been cleaned at this Port and it was necessary to make arrangements to pump out ballast water required in Nos.1, 4, 5 & 8 centre tanks without using cargo pumps and pipe lines. Bilge suction pipes, with valves at bulkheads, were installed in Nos.1, 4 & 5 tanks, No.1 being led to the forward bilge pump and Nos.4 & 5 to the stripping pump in midship pump room. No.8 tank had an existing suction line to the steam ejector.

*ja.*

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.



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