

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

17 NOV 1955

Date of writing Report 2/11 1955 When handed in at Local Office 2/11 1955 Port of Oslo

No in Reg. Book. Survey held at Oslo Date. First Survey 1/1-54 Last Survey 28/1 1955  
(No. of Visits 4)

26448 on the Machinery of the Wood, Iron or Steel screw motor ship "SANTO"

Tonnage { Gross ..... Vessel built at Sesport By whom J. Clonis Year. Month. When 1942  
 Net ..... Engines made at Manchester By whom Crossley Bros. When 1942  
 MN As Per Rule ..... Boilers, when made (Main) ..... (Donkey) .....  
 No. of Main Boilers ..... Owners. Carl Mortensen Owners' Address .....  
 HS " " " ..... Managers ..... Port ..... Voyage .....  
 No. of Donkey Boilers ..... If Surveyed Afloat or in Dry Dock .....  
 Steam Pressure— (State name of Dock.) .....  
 in Main Boilers .....  
 in Donkey Boilers .....

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL	MACHINERY
<u>7A-</u>	<u>LMC 12.50</u>
<u>from 12.50</u>	<u>Screw shaft</u>
<u>for Towing services</u>	<u>seen 9/57</u>
<u>9/57 Oct.</u>	
<u>haid up -</u>	
<u>Surveys overdue</u>	

Last Report No. .... Port .....

Particulars of Examination and Repairs (if any) .....

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. Classm. (H) 30/12/54 & cable 17/1/55

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " " " Donkey " " " " " "

If not, state for what reasons ..... What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler. .... Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?  To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?  To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?  and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?  and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?  and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? yes

Has shaft now been changed? yes If so, state reasons. span cracked Has the shaft now fitted been previously used? yes Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? yes State date of examination of screw shaft. 14/1-55 State the wear down in the stern bush.  Is electric light and/or power fitted?  If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from foreard. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. ....

Now done: - Ship placed in floating dock. Screw shaft drawn and examined with propeller and fastenings.

Screw shaft found cracked in way of key way of the inner coupling flange. A shaft previously fitted on the "Naves" ex. H.M.S. 221/371 was examined and fitted as approved by the Secretary's cable dated 17/1/55 at the section of shafting same was found out of alignment and it was therefore recommended that alignment of the engine & shafting be carried out.

Work on same was not commenced, and it is now stated by the owners that the machinery has been removed from the ship and do not require to be classed.

### General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

It is now submitted that the class of the machinery of this ship be withdrawn at owners request.

Survey Fee (per Section 23) ..... £. 45.- Fees applied for, 2/11 1955  
 Special Damage or Repair Fee (if any) ..... £ : : Received by me, .....  
 Travelling expenses (if chargeable) ..... £. 30.- 19.....

TUESDAY 29 NOV 1955

Committee's Minute .....  
Assigned see minute on hull report



Insert Character of Ship and Machinery precisely as in the Register Book