Rpt. 9.

No. 7490

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

(Received at London Office 25 MAY 1954)

Date of writing Report 22/5 1954 When handed in at Local Office 22/5 1954 Port of OSLO

No in Reg. Book. Survey held at OSLO Date. First Survey 28/5 Last Survey 28/5 1953

26238 on the Machinery of the Wood, ~~Iron or Steel~~ motor screw tug boat "SANTO"

(No. of Visits one)

Tonnage { Gross 163 / Net 56

TN As Per Rule 173

No. of Main Boilers ✓

TS " " " ✓

No. of Donkey Boilers ✓

Steam Pressure—

in Main Boilers ✓

in Donkey Boilers ✓

Vessel built at Gosport By whom J. Morris When 1942 (Year. Month.)

Engines made at Manchester By whom Crossley Bros. Ltd. When

Boilers, when made (Main) ✓ (Donkey) ✓

Owners A/S Mortensen Owners' Address

(if not already recorded in Appendix to Register Book.)

Managers — — Port OSLO Voyage

If Surveyed Afloat or in Dry Dock Alstaker I, afloat

(State name of Dock.)

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

HULL	MACHINERY
7A- from 12.50 for towing services 9.51 Classed 12.50	L.M.C. 12.50 Tail shaft 9.51
	OIL ENGINES.

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C. (M)

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, 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 Memorandum 24+29/3/53 Classn.(H) 5/5/54

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? ✓ Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

Has shaft now been changed? ✓ If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ 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? ✓

Was 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 forward. 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

Attended on board the ship on the 28/5/53 and discussed with chief Engineer machinery parts to be opened up for L.M.C (M).

No survey has been held since, and the ship has now been laid up for abt. 11 months.

Interim certificate - not issued.

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 recommended that the machinery of this ship be continued as classed, subject to outstanding items being dealt with before ship is put into service again

Survey Fee (per Section 23) Not charged £ : :

Special Damage or Repair Fee (if any) (per Section 23.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for, 19

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUESDAY, 22 JUN 1954

Signed

Is a Certificate required? If so, to be sent to

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

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