

4 E
5 JUL 1950

Chief Engineer Surveyor

Received from Chief Engineer Surveyor

ME SANTO MARU.

REPORT

Yka. No. 211

Yka. 231

Requests of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

Endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also pointing out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points noted in the endorsement. —Extract from Sub-Committee's Report, 24/5/52.)

REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH

This vessel's class was withdrawn in 1935.
A Special Survey for reclassification now held on machinery, boilers and tailshaft.

Docking. Screw shaft withdrawn and examined.

Donkey boiler examined.

Engine and pump parts renewed as necessary.

Electric cables renewed in part but found insufficiently protected in Nos. 1 and 2 holds.

The Surveyor recommends they be permanently protected before the end of April, 1951.

Alterations:

A new main engine built 1943 and installed 1948 has now been opened out and examined, plans have been submitted and approved, torsionals not investigated as engine was built before these were a requirement of the Rules. The Machinery Certificate should be endorsed accordingly.

IT IS SUBMITTED that this vessel is eligible for the record

LMC 4.50

DBS 4.50

S 2.50

NE fitted 1948.

subject as recommended.

Particulars for R.B.

Oil Engines 4 S.C.S.A.

10 Cyl. 17¹¹/₁₆ • 23⁵/₈

MN 342.

Mitsubishi H.I. Yokohama.



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Foundation

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