

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

19 JUN 1950

Date of writing Report 9/6/1950 When handed in at Local Office 9/6/1950 Port of Yokohama
 No. in Survey held at Yokohama Date, First Survey 16th Feb. Last Survey 6th April 1950
 Reg. Book 5074 on the Machinery of the Wood-Iron or Steel m/v "Santo Maru" (No. of Visits 15)

Gross Tonnage 2266 Vessel built at Tama By whom Mitsui Bussan Kaisha When 1931 Month 5
 Net Tonnage 1872 Engines made at Yokohama By whom Mitsubishi Heavy Industries When 1948 Month 1
 Nominal Power - Boilers, when made (Main) - (Donkey) -
 Owners Toho Kaiun K.K. Owners' Address -
 Managers - Port Tokyo Voyage -
 If Surveyed Afloat & in Dry Dock Mitsubishi Yokohama Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. - Port - NE and Reclassification
 Particulars of Examination and Repairs (if any) NE and Reclassification
 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 names and initials of any letters respecting this case.
 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 -
 a damage report made by anyone else? If so, by whom? -
 the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -
 " " Donkey " " " Yes

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
...		
5,35		+

latest date of internal examination of each boiler 6th March 1950 Present condition of funnel(s) Good
 the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -
 the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lb/a²

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -, and of the Donkey Boilers? Yes
 the Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -
 the Surveyor examine all the mountings of the Main Boilers? -, and of the Donkey Boilers? Yes
 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -
 shaft now been changed? No If so, state reasons -
 the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

date of examination of Screw Shaft 18.2.50 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Afit
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes
 did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes
 the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes
 Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete
 vessel was withdrawn from Class in 1935, a new main engine was fitted in 1948 and has been red up, examined in entirety and found to be in accordance with approved plans and the Rules, use see Yokohama report No.211.

Done
 vessel placed in drydock, the propeller, after end of stern bush and the sea connections with r fastenings examined. Screwshaft drawn examined and found in order.
 the three auxiliary engines opened up and examined in entirety, including covers, valves, cylinders, ons, connecting rods and cranshaft bearings, and journals and compressors.
 the following pumps opened up and examined in entirety:-
 Sea water cooling pump, lubricating oil pump, general service pump and ballast pump.

General Observations, Opinion, and Recommendation:- The machinery of this vessel so far as now (P.T.O.)
 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, &c.; thus, for example, B.S. 9,11, B.E.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)
 *L.M.C. CS 3,34,
 is in a good and efficient condition and eligible in our opinion to be submitted for classification with the notation of NE 1948 and records of LMC 4,50 and TSCL 2,50, subject to electric cables in Nos.1 and 2 holds being permanently protected before the end of April 1951 (five months limit)

Fee (per Section 29) ¥ 90,000
 al Damage or Repair Fee (if any) \$:
 (per Section 29.) Elect Equip ¥ 25,000
 elling expenses (if chargeable) ¥ 2,500

Fees applied for 19
 Received by me, 19
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 signed [Signature]

Lloyd's Register Foundation
 * LMC 4,50 (with enforcement) subject
 5.2.50 DBS 4,50
 NE made - fitted 1948

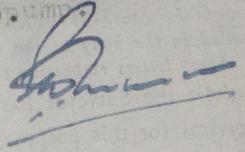
Insert Character of Ship and Machinery precisely as in the Register Book

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

The two air receivers opened up and examined throughout.
Windlass and steering engine opened up and examined.
Valves, pipes, strainers and pumping arrangements examined.
Electric installation examined, megger tested and found in order except for cable load to forward winches which were found to be run through lightening holes in beam knees in Nos.1 and 2 hold and insufficiently protected against chafing, temporary packings were fitted at this time, but it is recommended that these cables be adequately and permanently protected, the Owners request that this modification be deferred for a period of twelve months merits the favourable consideration of the Committee.
The donkey boiler opened up and examined throughout, together with all mountings, manholes, doors etc, afterwards examined under steam and the safety valves adjusted as stated.
The oil fuel burning installation and fire appliances examined and found in order.
The main and auxiliary machinery examined under working conditions and found satisfactory.

Repairs:- (Wear & Tear)

Main engine: Renewed cams on cam shaft, renewed 10 gudgeon pin brasses.
Renewed 4 gudgeon pins, renewed 1 main piston.
Auxiliary engine Renewed gudgeon pin brasses and pins on all engines.
All crankshaft bearings remetalled on starboard aft engine.
Pumps: Impeller shaft renewed on sea water cooling pump.



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