Rpt. 9.

No. 7743

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

(Received at London Office 11 NOV 1942)

Date of writing Report 31st Aug. 1942 When handed in at Local Office 31st Aug. 1942 Port of Baltimore, Maryland

No. in Reg. Book 31745 Survey held at Baltimore, Maryland Date, First Survey May 4th Last Survey June 4th 1942 (No. of Visits 8)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "SANTORE"

Tonnage Gross 7117 Net 4498

Nominal Horse Power 559 NHP

No. of Main Boilers 3 SB

No. of Donkey Boilers -

Steam Pressure in Main Boilers 200 lbs.

in Donkey Boilers -

Vessel built at Sparrows Point, Md. By whom Bethlehem Steel Corp. Ld. When Year. 1918 Month. 3

Engines made at Sparrows Point, Md. By whom Bethlehem Steel Co. When 1918

Boilers, when made (Main) 1918 (Donkey) -

Owners Ore S. S. Corp. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers - Port New York Voyage -

~~If~~ Surveyed Afloat ~~or~~ and in Dry Dock (State name of Dock.) Bethlehem Steel Co., Key Highway, Baltimore, Md.

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

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)
✠ 100 Al ~~5,41~~ 1.42		✠ LMC
ssBal.No.3-11,30		BS ~~10,40~~ 1.42
ssBal.No.2-38		MS 3,38
		TS CL ~~4,39~~ ~~E.S.~~ 12.41
Fitted for oil fuel 8,19 F.P. above 150° F.		

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Docking & part MS

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.

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? No

" " Donkey " - " -

If this was not done, state for what reasons? Not due for survey.

In what parts of the Boilers could not be thus thoroughly examined? -

By 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? -

The latest date of internal examination of each boiler - Present condition of funnel(s) -

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? - 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 screw shaft now been drawn and examined? No Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? - If so, state reasons -

Is 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 - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done The following items now dealt with as part of the ✠ L.M.C. (MS).

Whilst the vessel was in the dry dock the fastenings of the propeller, the stern tube and the sea valves were examined and found in order.

Note for MS:- The sea valves and cocks opened up, examined, minor repairs made and all placed in order. The air, circulating, bilge, sanitary and ballast pumps, the feed water heater and evaporator, the main engine thrust and shoes, the HP, IP and LP top end pins and brasses, the guides and guide shoes examined throughout and all found or now placed in order. The electric generators with wiring throughout the vessel examined and megger tested.

Note for repairs: The attached main engine bilge pump ram liners renewed and the main engine thrust shoes remetaled on account of excessive wear.

Electrical:- The foremast navigation light circuit and the forepeak circuit from midship panel renewed on account of deterioration. All grounds removed from other circuits and all placed in order.

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, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

The machinery of this vessel so far as now seen is in good and efficient condition and eligible in my opinion to be continued as now classed and have a fresh record of ✠ LMC (MS) with date, when the MS is completed.

Fee (per Section 29) Part M.S. £ $65.00

Damage or Repair Fee (if any) (per Section 29.) £ : - : -

Travelling expenses (if chargeable) £ : 5.00

Fees applied for Aug. 31, 1942

Received by me, 19

L W Drysdale

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK SEP 9 1942

Signed As usual

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

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

Lloyd's Register Foundation

W1156-0020