

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

(Received at London Office)

5<sup>th</sup> AUG 1954

Date of writing Report 3<sup>rd</sup> August, 1954 When handed in at Local Office H. Augt. 1954 Port of Cardiff  
 in Book. Survey held at Cardiff Date. First Survey 18<sup>th</sup> May Last Survey 16<sup>th</sup> July, 1954  
 517 on the Machinery of the Steel S.S. "SAN ANTONIO" (EX "HARTBRIDGE") (No. of Vessel) 10.

Gross 5185 Vessel built at West Hartlepool By whom W. Gray & Co. Ltd. Year. Month. 1927-4.  
 Net 3135 Engines made at West Hartlepool By whom Gen. Mar. Eng. Works. When 1927-4.  
 Power 472 Boilers, when made (Main) 1927. (Donkey) ✓  
 Owners Compania De Navegacion "San Antonio" Limitada. Owners' Address San Jose, Costa Rica  
 Main Boilers 258 Managers ✓ Port Puerto Limon Voyage ✓  
 Donkey Boilers ✓ If Surveyed ✓ in Dry Dock Mountsham Dry Dock & Roath Wet Dock.  
 Pressure—180 lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port  
 Particulars of Examination and Repairs (if any) B.S. & O.F. Conversion.  
 Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and nature of any letters respecting this case. "ENG" 21/5/54.

CHARACTER, Date of last Survey and of Periodical Surveys.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>*100A1</u> <u>4.54 CFF.</u> <u>S.S. MDB-7.53 (DR)</u>		<u>*LMC 7.53.</u> <u>T.S.C.A. (N) 4.54.</u>
		<u>CARGO BATTENS NOT FITTED.</u>

Special 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 ✓  
 damage report made by anyone else? If so, by whom? ✓  
 Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes  
 " Donkey " " " ✓  
 state for what reasons? ✓ What parts of the Boilers could not be thus thoroughly examined? ✓  
 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? ✓  
 latest date of internal examination of each boiler Both 20/5/54; Both re-exam'd inty. 5/7/54 Present condition of funnel good.  
 Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs/10"  
 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? Yes and of the Donkey Boilers? ✓  
 Did the Surveyor examine the drain plugs of the Main Boilers? Not fitted and of the Donkey Boilers? ✓  
 Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? ✓  
 Has the screw shaft now been drawn and examined? No. Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? No.  
 Has the 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 screw bush 1/32" (BARE) Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No.  
 The insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.  
 The 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. Complete.  
These placed in dry dock; propeller and outside fastenings examined and found satisfactory.

Work done for B.S.:- The two main boilers examined internally and externally together with their safety valves, all principal mountings, manhole doors and their fastenings and steam pipes (without dismantling) and after sundry minor repairs found satisfactory. The safety valves of the boilers afterwards adjusted under steam to the above working pressure.

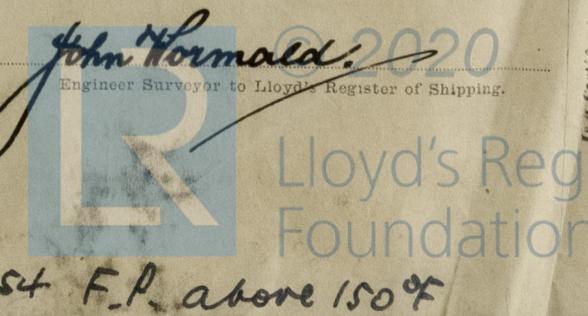
Work done for O.F. conversion:- Oil burning unit, supplied by Messrs Todd Oil Burners Limited, installed at Port side of stockhold (originally a side bunker) with all necessary piping and fittings required by the Rules and in accordance with the approved plans. (Please see London Certificate D. 35963, which is attached.)  
High pressure oil piping tested in place to 400 lbs/10"  
Low pressure oil piping tested in place to 50 lbs/10" (Please see continuation sheet)

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, BS 9.11, B&MS 9.11, \*LMC 9.11)

The machinery of this vessel is eligible, in my opinion, to remain as classed and to have the record of B.S. 7.54.

Survey Fee (per Section 23) (B.S.) £ 10-0-0. Fees applied for H. Augt. 1954.  
F. CONVERSION FEE (if any) £ 25-0-0. Received by me, John Formald.  
 (per Section 23.)  
 Travelling expenses (if chargeable) £ 19.....

Committee's Minute TUESDAY 7 SEP 1954  
 Assigned As now subject  
B.S. 7.54  
Fitted for oil fuel 7.54 F.P. above 150°F



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

Is a certificate required? If so, to be sent to 003487-003494-0101 1/2

Wardiff

"SAN ANTONIO" (EX "HARTBRIDGE")

Steam heating coils fitted in oil fuel bunker and settling tanks and tested hydraulically to 360 lbs/1<sup>sq</sup> in.

Tunnel dampers removed and means provided for closing the openings in the outer casing and the ventilators to the machinery spaces; engine room skylights arranged to be closed from deck.

Extended controls fitted to oil fuel unit and transfer pump, to steam smothering connections, to oil fuel bunker and settling tank suction; oil fuel unit steam connection taken from auxiliary steam line.

Steam smothering, fire hydrant with nozzles suitable for spraying water on oil, sand box and scoop, drip trays and fire extinguishers fitted as required by Rules (L. 2 G. Fire appliance Co. Ltd. Certificate attached.) Sea connection fitted at after end of shaft tunnel for emergency fire pump (which it is proposed to fit in poop space); the pump is not yet available and it is stated that it will be fitted as soon as available. (Please see Report 8.) Engineer

G.S. pump (previously connected to ballast line and with a discharge to boilers) has been connected to a branch on the main feed pump direct suction from the boiler feed water double bottom tank. The other pumping arrangements in accordance with the approved plan.

The installation examined and tested under working conditions and found satisfactory.

J. W.

