

(Received at London Office

17 NOV 1955

Date of writing Report 2/11 19 55 When handed in at Local Office 2/11 19 55 Port of OSLO

No in
g. Book. Survey held at cross Date. First Survey 11/1-54 Last Survey 28/1 19 55
(No. of Visits 4)

26448 on the Machinery of the Wood, Iron or Steel screw motor ships *SANTO*

Tonnage	Gross	Vessel built at <u>Sasport</u>	By whom <u>J. Morris</u>	When <u>1892</u>
	Net	Engines made at <u>Manchester</u>	By whom <u>Crosby Bros.</u>	When <u>1892</u>
MN As Per Rule		Boilers, when made (Main)	(Donkey)	
No. of Main Boilers		Owners <u>A. Mortensen</u>	Owners' Address	
HS " " "			(if not already recorded in Appendix to Register Book.)	
No. of Donkey Boilers		Managers	Port	Voyage
Steam Pressure—		If Surveyed Afloat or in Dry Dock	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
in Main Boilers		(State name of Dock.)		
in Donkey Boilers				

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) _____

(Periodical Surveys, when held, must be reported in detail and serialim 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)

Classm. (H) 30pp 154 & cabin 17/1/55

7A- LMC 12.50

from 12.50

for Towing services

9/67 Oct.

Screw shaft

seen 9/57

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 Committee personally go inside each Main Roller separately and make a thorough examination at this time? ☒

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
 ... of the thorough efficiency of those parts of each Boiler?

Present condition of funnel(s) ☒

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the safety valves of the main boilers:.....

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes At what pressure were they afterwards adjusted under steam, 100 lbs

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 Survivor examine all the mountings of the Main Boilers?....., and of the Donkey Boilers?.....

Has it a continuous liner? *No* Is an approved oil retaining appliance fitted at the after end? *yes*

Has the screw shaft now been drawn and examined? *g*

Has shaft now been changed? *yes* If so, state reasons..... *has one shaft now been used previously used? 1* *has it a continuous liner?*

Is an approved oil retaining appliance fitted at the after end? 77 State date of examination of screw shaft 77 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?

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 when it will be completed.

Now done: - ship placed in floating dock. Screw shaft ~~observed~~ and examined with propeller and fastenings.


Screen shaft found cracked in way of key way of the inner coupling flange. A shaft previously fitted on the "Nages" ex. H. M. S. 221/371 was examined and fitted as approved by the Secretaries cable dated 17/1/55 at the erection of shafting same was found out of alignment and it was therefore recommended that alignment of the engine & shafting be carried out.

Work on same was not commenced, and it is now stated by the owners that the machinery has been removed from the ship and do not require to be classed.

(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.)

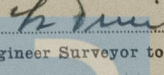
It is now submitted that the class of the machinery of this ship be withdrawn at owners request.

Survey Fee (per Section 23).....	Rs. 45/-	Fees applied for, 2/11 19.5	
Special Damage or Repair Fee (if any) (per Section 23.)	£ : :	Received by me,	
Travelling expenses (if chargeable).....	Rs. 30/-	19	


 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned *see inside on*


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 Foundation
 012246-012255-0022

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