

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

Date of writing Report Feb 21st 1940 When handed in at Local Office Feb 21st 1940 (Received at London Office APR 1 1940)
 No. in Reg. Book 33088 Survey held at Oranjestad, Aruba, N.W.I. Date, First Survey Feb 19th 1940 Last Survey Feb 20th 1940
 on the Machinery of the Wood ~~Iron~~ Steel S.S. "SAN TIBURCIO" (No. of Visits Two)
 Tonnage { Gross 5995 Net 3618 Vessel built at Shoety's Island, N.Y. By whom Standard S.B. Corp. When 1921-3
 Nominal Horse Power 544 Engines made at Chertle, Pa., U.S.A. By whom San Shipbuilding Co. When 1921
 No. of Main Boilers 3 Boilers, when made (Main) 1921 Owners' Address (Donkey)
 No. of Donkey Boilers 1 Owners Coyle Oil Shipping Co. Ltd. Managers (Donkey)
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Afloat Port London Voyage U.K.
 in Donkey Boilers ✓ (State name of Dock.) Manila

Particulars of Examination and Repairs (if any) Heavy weather damage.

CHARACTER (for Special Survey Date of last Survey and of Periodical Surveys)	Units assigned (No. of units examined)	Machinery and Boiler Surveys (including date of N.B., if any)
+LOGA1	4-38, 1, 40	+L.M.C. 3.37
S.S. Tub No 3	4-33	B.S. 4-38, 1, 40
S.S. Air. No 1	37	C.L. N. 1-38
Changing Petticoles in hull.		
Fit up for O.F. 3.21.		
F.P. above 150°F.		

Periodical Surveys, when held, must be reported in detail and seriation 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 notes and initials of any letters respecting this case.

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 Copy herewith.

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? ✓

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Where this was not done, 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 Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

Latest date of internal examination of each boiler? ✓

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 the screw shaft now been drawn and examined? ✓ 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 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 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 ✓

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

If Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Remarks: At the request of Messrs Lloyd's Agent attended on board to examine the damage stated to have been caused by stress of weather while on a voyage from Manchester to Aruba, N.W.I. from Aruba, 1st to 7th 1940 in ballast.

Work done:- The attached main engine Sanitary pump ram fractured in way of the cross head.

Work done:- The Sanitary pump ram renewed, electrically welded and fitted.

Work done:- The Main engine holding down belts examined and loose belts hardened up.

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.E.S. 9, 11, L.M.C. 9, 11, or L.M.C. 120 lb., F.D., &c.)

Recommended that the machinery of this vessel be continued as now classed without further record of Survey.

Fee (per Section 29) £ : ✓ : Fees applied for 19
 Damage or Repair Fee (if any) (per Section 29) £ : ✓ :
 Other expenses (if chargeable) £ : ✓ : Received by me, 19
 Committee's Minute FRI 12 APR 1940 As now
 Signed [Signature] Engineer Surveyor to Lloyd's Register of Shipping.



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

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