

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

Date of writing Report Feb 21st 40 When handed in at Local Office Feb 21st 40 (Received at London Office APR 1 1940)
No. in Survey held at 33088 on the Machinery of the ~~Wood~~ Steel S.S. "SAN TIBURCIO" Date, First Survey Feb 19th Last Survey Feb 20th 1940
Reg. Book. Survey held at Oranjestad, Aruba, N.W.I. Port of San Nicholas, Aruba, N.W.I.
Gross 5995 Vessel built at Shastis Island, N.Y. By whom Standard S.B. Corp. When 1921-3
Net 3618 Engines made at Chester, Pa. U.S.A. By whom Sun Shipbuilding Co. When 1921
Nominal Horse Power 544 Boilers, when made (Main) 1921
No. of Main Boilers 3 Owners Gulf Oil Shipping Co. Ltd. (Donkey)
No. of Donkey Boilers 1 Managers Owners' Address (if not already recorded in Appendix to Register Book)
Steam Pressure in Main Boilers 180 lb Port London Voyage U.K.
If Surveyed Afloat or in Dry Dock Afloat
(State name of Dock.) Main Dock

Last Report No. Port

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

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.

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

Is 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?

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 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 shaft now been changed? If so, state reasons

Has 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?

State 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?

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

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

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 January 1st to 7th 1940 in ballast.

The attached main engine Sanitary pump ram fractured in way of the cross head.

The Sanitary pump ram removed, electrically welded and fitted.

The main engine holding down bolts examined and loose bolts 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.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 120 lb., F.D., &c.)

Recommend 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) £ : : Received by me, 19
Other expenses (if chargeable) £ : :

Committee's Minute

Signed As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

1177-0109