

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

(Received at London Office)

16 APR 1953

Date of writing Report 3rd March 1953

When handed in at Local Office

Port of Aruba, N.W.I.

No in Reg. Book. Survey held at Aruba, N.W.I.

Date First Survey 1st March Last Survey 3rd March 1953 (No. of Visits 2)

66579 on the Machinery of the Wood Iron or Steel TSS. "LA SALINA"

Tonnage { Gross 2534 Vessel built at Belfast By whom Harland & Wolff When 1927 6
 Net 1317 Engines made at Belfast By whom Harland & Wolff When 1927 6
 MN As Per Rule 196MN Boilers, when made (Main) 1927 (Donkey)
 No. of Main Boilers 2 Owners Cia. de Petroleo Lago Owners' Address
 HS " " " 3702 Managers Port Maracaibo Voyage
 No. of Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat
 Steam Pressure— (State name of Dock.)
 in Main Boilers 180 lbs. San Nicolaas Harbour
 in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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.)

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

HULL	MACHINERY
*100A1. 5, 52	*LMC. 2, 48
SS.Aru. 2, 18	BS. 1, 52
	TS CL. 12, 51-55
Carrying petroleum in bulk.	
Fitted for oil fuel 6, 27	
F.P. above 150° F.	
LAID UP- SURVEYS OVERDUE	

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?

Donkey " " " " " " " " " " " "

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 Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler. Present condition of funnel(s)

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

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? 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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has 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 stern bush. Is electric light and/or power fitted? If so, 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?

Engine 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.

Vessel examined as per Rule for General Examination for voyage from Aruba to Southern U.S. Port.

Now Done:

Starboard feed pump: Water end of pump renewed completely with suction and delivery valves. Existing bucket and bucket rod machined, new bucket rings fitted and installed in new water end. Pump tested under working conditions and found satisfactory.

Lower fuel oil pump: Steam piston and liquid plunger rings renewed.

Main Engine: Boilers and all auxiliary machinery examined under working conditions and found satisfactory.

Rudder stock head bearing adjusted, steering engine tested under working conditions and found satisfactory.

Anchor windlass examined under working conditions and found satisfactory.

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, etc.)

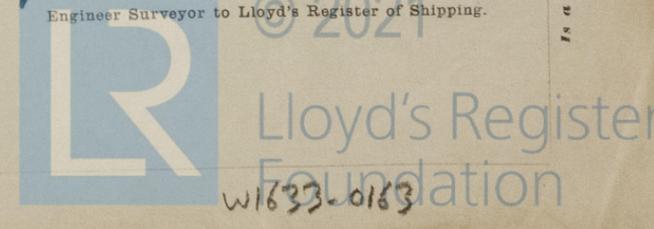
The machinery of this vessel, so far as now seen, is in safe order and condition, eligible in my opinion that the record of *LMC be retained without fresh record of survey (for voyage from Aruba to Southern U.S. Port).

Survey Fee (per Section 23) £ : : Fees applied for, { 3.3. 19.53
 Special Damage or Repair Fee (if any) Fls. £110.00 (per Section 23.) { Received by me {
 Travelling expenses (if chargeable) £ 3.00

Committee's Minute
 Assigned

TUES. 12 MAY 1953
 see minute on
 Sub. Rpt

W.D. Wardle
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

