

Rpt. 9

Date of writing report 18th March, 1960.

Received London

Port BUENOS AIRES

No. 31411

Survey held at Buenos Aires

No. of visits six

First date 14-1-60

Last date 11-3-60

14 APR 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

S.S.

No. in R.B. 12185 Name ~~MAX~~ Tanker "GENERAL SAN MARTIN"

Gross tons 12759 Date of build 1-1951

Owners Argentine Government (Yacimientos Petroliferos Fiscales)

Engines made Birkhead E. Cammell Laird & Co. Ltd.

Port of Registry Buenos Aires

Type

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 W.P. 480 lb.

No. of ~~Donkey~~ Boilers 2 W.P. 150 lb.

Surveyed Afloat or in Dry Dock Afloat 140 lb.

Nature of Survey SPS, MBS, DBS, SGS, & CS

Was Damage Report issued? -- Int. Cert.? Yes

Last Report (For Head Office only)

30566 B.A.

Records of Survey & Special Notations as per Register Book	
Hull	Machinery
+100A1	+LMC 6.56
oil tanker	MBS 7.59
7.58	DBS 6.59
S.S. 6.56	SGS 6.59
	TS CL 7.58

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under 'defects and repairs'. At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

Has shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Has Shaft been changed? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

Cyls., Covers, Pistons & Rods

Valves & Gears

Connecting Rods, Side

Top Ends & Guides Centre

Crankpins & Side

Bearings Centre

Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

CAVENGE BLOWERS

UPERCHARGERS

AIN TURBINES

sings, Rotors, Blading, Bearings & Thrusts

HAUST STEAM TURBINES (WITH RECIP. ENGINES)

BEAM COMPRESSORS

UTCHES & HYDRAULIC COUPLINGS

DUCTION GEARING

RUST BLOCKS, SHAFTS & BEARINGS

TERMEDIATE SHAFTS & BEARINGS

LDING DOWN BOLTS & CHOCKS

NDENSERS (MAIN & AUX.)

AM RE-HEATERS

SUPERHEATERS

OP & MANOEUVRING VALVES

IN ENGINE DRIVEN PUMPS

INKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

ON OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, so far as now seen, is eligible in my

ion to remain as now classed, with fresh record of SPS 1.60, MBS 1.60, DBS 1.60, SGS 3.60 now, and CS

a date) when the survey has been completed, subject as previously recommended.-

If certificate is required state where to be sent.

FRIDAY 29th APRIL 1960

FRIDAY 26 AUG 1960

of Committee

175 now Subject

MBS 1.60

DBS 1.60

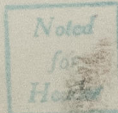
SGS 1.60

SPS 1.60

James S. Cook

Engineer Surveyor to Lloyd's Register of Shipping

J.S. Cook.



Lloyd's Register Foundation

008786-008788-0075

82 Essential Independent Pumps (Identify by position) _____
83 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls _____
84 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? _____
85 Fresh Water Coolers _____ 36 Lub. Oil Coolers _____ 37 Heaters (state service) _____
38 Independent Air Compressors, Coolers & Safety Devices _____
39 Air Receivers & Safety devices—Main _____ 40 Auxiliary _____
41 Oil Fuel Tanks (Not forming part of hull structure) _____
42 Evaporators _____ 43 Have Evaporator Safety Valves been tested under steam? _____
44 Steering Machinery _____ 45 Windlass _____ 46 Fire Extinguishing Arrangements _____

AUXILIARY ENGINES (Identify by position) Forward turbo generator (Port Side) Good.
Port diesel generator (Port aft) Good.

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port 14-1-60 Starboard 8-3-60. Good. AUXILIARY, DONKEY & PRESS Starboard 14-1-60 Port 8-3-60. Good.
Superheaters Good
Safety Valves Good
Mountings, Doors & Fastenings Good
Safety Valves Adjusted to { Sat. 180 P.S.I. 150 P.S.I.
Spt. 150 P.S.I.
Boiler Securing Arrangements Good
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Good Steam Generator Safety Valves Adjusted to 140 P.S.I.
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good.

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Selected pipes Steel 1000 P.S.I. Auxiliary (over 3 in. bore) Copper 300 P.S.I.
Were Copper Pipes annealed? Yes Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARES OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Wear and tear repairs:- Rotor of forward turbo generator balanced. Main bearings renewed. Seen under working conditions.

Crankshaft, of port diesel generator, lifted. Main bearings remetalled and shaft re-aligned. Seen under working conditions.-

LEAVE THIS SPACE BLANK

Survey fees MBS \$ 8,100.00
DBS 1,800.00
SGS 1,000.00
Damage fee \$
CS & SPS 2,000.00
Expenses \$ 800.00

Date when ²¹/₁₀ rendered 18th. March, 1960.