

6 JAN 1959

Report of writing report 3rd December, 1958 Received London Port BUENOS AIRES No. 29832  
Survey held at CAMBANA No. of visits one First date and Last date 11-11-58

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

S.S. "ESSO PARANA" Gross tons 382 Date of build 9mo-1920  
No. in R.B. 60037 Name Esso S.A. Petrolera Argentina Managers --- Port of Registry Buenos Aires  
Engines made Collingwood By Collingwood S.R. Co. Type ---  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 1 SB W.P. 190 lb.  
No. of Aux./Donkey Boilers --- W.P. ---  
Keel Afloat or in Dry Dock Slipway  
Date of Survey DOCKING, TS & SPS  
Damage Report issued? --- Int. Cert.? Yes  
Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
<u>All steam barge for service on</u>	<u>LMC 10.56</u>
<u>the River Plate (all seasons) - to</u>	<u>MBS 9.57</u>
<u>Bahia Blanca. With freeboard</u>	<u>TS CL 8.56</u>
<u>summer months (middle Nov. to middle</u>	
<u>May)</u>	
<u>S.S.B.A. (Dr.) 10.56</u>	
<u>CARRYING PETROLEUM IN BULK.</u>	

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 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 next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "facts 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.

CKING Propellers Good Wear Down of Stern Bushes Re-bushed Oil Glands --- Sea Connections ---  
Enings Good Has Screwshaft/ --- been drawn? Yes Date of Examination 11-11-58 Has Shaft been changed? No  
shaft now fitted been previously used? --- Has Shaft now examined --- a continuous liner? Yes Approved oil gland? ---

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

Cyls., Covers, Pistons & Rods ---  
Valves & Gears ---

Connecting Rods, Side  
Top Ends & Cranks Centre  
Cranks & Side  
Bearings Centre  
Journals & Bearings ---

MAIN ENGINE DRIVEN AIR COMPRESSORS

Cyls., Covers, Pistons & Rods ---  
Connecting Rods & Top Ends ---  
Cranks & Bearings ---  
Journals & Bearings ---  
Coolers & Safety Devices ---

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Cyls., Covers, Pistons & Rods ---  
Connecting Rods & Top Ends ---  
Cranks & Bearings ---  
Journals & Bearings ---  
Coolers & Safety Devices ---

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Wings, Rotors, Blading, Bearings & Thrusts ---

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

TEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

LOADING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

TEAM RE-HEATERS

--- SUPERHEATERS

TOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

HULLCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

NOTATION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed, with fresh records of T.S. C.L. 11.58 and S.P.S. 11.58

Date of Committee TUESDAY 20 JAN 1959  
Decision TS 11.58  
SPS 11.58

A.Y. Sinclair  
Engineer Surveyor to Lloyd's Register of Shipping  
A.F. Sinclair

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Foundation

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Noted  
for  
Header



- 32 Essential Independent Pumps (Identify by position) \_\_\_\_\_
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls \_\_\_\_\_
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? \_\_\_\_\_
- 35 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) \_\_\_\_\_

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
PROPULSION	PORT	
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 Indicator
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 \_\_\_\_\_ AUXILIARY, DONKEY or PRESS \_\_\_\_\_

Superheaters \_\_\_\_\_

Safety Valves \_\_\_\_\_

Mountings, Doors & Fastenings \_\_\_\_\_

Safety Valves Adjusted to { Sat. \_\_\_\_\_ Spt. \_\_\_\_\_

Boiler Securing Arrangements \_\_\_\_\_

Main Economisers \_\_\_\_\_ Exhaust Gas Heated Economisers \_\_\_\_\_

Steam Heated Steam Generators \_\_\_\_\_ Steam Generator Safety Valves Adjusted to \_\_\_\_\_

Were Oil Burning System & Remote Controls examined working in accordance with Rules? \_\_\_\_\_ Forced Circulation Pumps \_\_\_\_\_

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? \_\_\_\_\_ Funnel \_\_\_\_\_

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Steel tested 380 P.S.I. Auxiliary (over 3 in. bore) None.

Were Copper Pipes annealed? \_\_\_\_\_ Have Saturated Pipes in cylindrical boiler smoke boxes been tested? \_\_\_\_\_

PARTICULARS 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)

W. & T. Screwshaft outlass bearing renewed.

LEAVE THIS SPACE BLANK

Survey fees Dkg. \$ 1,000.00

TS CL \$ 800.00

sps \$ 800.00

Damage fee \$

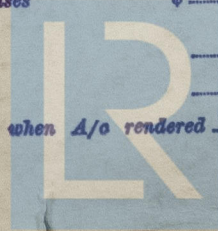
Expenses \$ 125.00

Date when A/o rendered 3rd Dec. 1958.

SPS now held.  
Docking. Yailshaft seen

It is submitted that this vessel is eligible for THE RECORD. TS(CL) 11/58 SPS 11/58

14/1/59



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