WRECK SECTION
No. 549

Rpt. 9.

No. 21130

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

(Received at London Office 2 NOV 1948)

Date of writing Report 24th.Sept. 1948 When handed in at Local Office 24th. Sept. 1948 Port of BUENOS AIRES

No. in Reg. Book 804 Survey held at BUENOS AIRES Date, First Survey and Last Survey 16/9/ 1948 (No. of Visits and)

on the Machinery of the ~~xxxxxxxxxx~~ Steel T.S.S."ESSO SALTA"

480

Tonnage: Gross 3109, Net 1772

Nominal Horse Power 288 MN

Vessel built at Newcastle By whom Palmers Co.Ld. When Year 1928 Month 11

Engines made at Newcastle By whom Palmers Co.Ld. When 1928

Boilers when made (Main) 1928 (Donkey) --

Owners Cia.Transportadora de Petroleos S.A. Owners' Address -- (if not already recorded in Appendix to Register Book.)

Port Buenos Aires Voyage

of Main Boilers 2 SB

of Donkey Boilers --

Steam Pressure: Main Boilers 180 lbs. Donkey Boilers --

Managers --

~~xx~~ Surveyed Afloat ~~xxxxxxxxxx~~ South Dock (State name of Dock.)

Last Report No. 20836 Port B. AS

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

CHARACTER + for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.S., if any)
+100A1		+LMC 12,45
~~9,46~~ 3.48		BS 11,46
s.s.B.As.N°3-12,41		TS CL 9,46
s.s.B.As.N°1-45		
Carrying Petroleum		in bulk ✓
Fitted for oil	fuel	11,28 F.P.
above 150°F.		

Particulars of Examination and Repairs (if any) COMP. of B.S.

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 --

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 this was not done, state for what reasons? --

And what parts of the Boilers could not be thus thoroughly examined? --

To 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? --

The latest date of internal examination of each boiler -- Present condition of funnel(s) --

Did the Surveyor examine the Safety Valves of the Main Boiler? -- To what pressure were they afterwards adjusted under steam? 180 lbs.sq.in.

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 --

Was 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? --

The 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? --

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

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

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

NOW DONE:-For completion of Boiler Survey, safety valves of both boilers adjusted under steam to 180 lbs. sq. inch. Oil fuel system and steam smothering examined and tested in accordance with circular 1748 and found satisfactory.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel so far as now seen is in good and safe working condition and eligible in my opinion to remain as classed with fresh record of B.S. 1,48 as previously recommended.

(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.&M.S. 9,11, + L.M.C. 9,11 or + LMC 140lb., F.D., &c.)

Survey Fee (per Section 29.) $ 75.00

Special Damage or Repair Fee (if any) (per Section 29.) $:

Travelling expenses (if chargeable) $: 7.00

Fees applied for 17/9/ 1948

Received by me, 19

Committee's Minute WED. 17 NOV 1948

Assigned BS 1,48

Robert W. Stonehouse
Engineer Surveyor to Lloyd's Register of Shipping.
R.W.S.

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

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

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