

Rpt. 9

Date of writing report 26th Sept. 1960

Survey held at Tampico, Mexico

Received London

No. of visits 1

REC'D NEW YORK OCT 3 1960

Port BALBOA, CANAL ZONE

First date and

Last date 19 Sept. 1960

No. 4210

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 62140 Name M.V. "GENERAL LAZARO CARDENAS"

Owners Petroleos Mexicanos

Managers -

Gross tons 7599

Date of build 1940

Engines made 1940

By S. A. Fiat S. G. M., Turin

Port of Registry Tampico, Mexico

No. of Main Engines 1 No. of Screws 1

Type I. C.

No. of Main Boilers - W.P. -

No. of AUX./Donkey Boilers 2 W.P. 180 lb.

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Confirmatory S. S.

Was Damage Report issued? No Int. Cert.? No

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100A1 Oil Tanker	LMC

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 - - - - -  
Fastenings - - - - - Has Screwshaft/Tubeshaft been drawn? - - - - - Date of Examination - - - - - Has Shaft been changed? - - - - -  
Has Shaft now fitted been previously used? - - - - - Has Shaft now examined/fitted a continuous liner? - - - - - Approved oil gland? - - - - -

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

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods Good  
2 Valves & Gears Good  
3 Connecting Rods, Side -  
Top Ends & Guides Centre Good  
4 Crankpins & Side -  
Bearings Centre Good  
5 Journals & Bearings Good

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods -  
7 Connecting Rods & Top Ends -  
8 Crankpins & Bearings -  
9 Journals & Bearings -  
10 Coolers & Safety Devices -

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods Good  
12 Connecting Rods & Top Ends Good  
13 Crankpins & Bearings Good  
14 Journals & Bearings Good  
15 Levers -

16 SCAVENGE BLOWERS -

17 SUPERCHARGERS -

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts -

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) -

20 STEAM COMPRESSORS -

21 CLUTCHES & HYDRAULIC COUPLINGS -

22 REDUCTION GEARING -

23 THRUST BLOCKS, SHAFTS & BEARINGS -

24 INTERMEDIATE SHAFTS & BEARINGS Good

25 HOLDING DOWN BOLTS & CHOCKS Good

26 CONDENSERS (MAIN & AUX.) -

27 STEAM RE-HEATERS -

28 DE-SUPERHEATERS -

29 STOP & MANOEUVRING VALVES Good

30 MAIN ENGINE DRIVEN PUMPS Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Good

OPINION OF MACHINERY AND RECOMMENDATIONS

Have Main Engines been tested working and manoeuvring? No

The machinery of this vessel, so far as seen, is in good and safe working condition and eligible in my opinion to be reclassified with record of DBS 9.60 and LMC 9.60 when the screwshaft, stern bush, sea connections and fasterings have been examined, and the Boiler safety valves adjusted under steam.

Date of Committee:

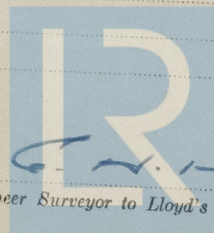
NEW YORK

OCT 11 1960

Decision

For the information of the Committee

Noted for Header



© 2021

Lloyd's Register Foundation

Engineer Surveyor to Lloyd's Register of Shipping

005301-005306-2007

If certificate is required state where to be sent



32 Essential Independent Pumps (Identify by position) General Service (Starboard Aft), Bilge (Starboard forward), lube oil and fire pumps - All Good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 Fresh Water Coolers Good 36 Lub. Oil Coolers Good 37 Heaters (state service) -

38 Independent Air Compressors, Coolers & Safety Devices Good

39 Air Receivers & Safety devices—Main Nos. 2 & 3 from forward - Good 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 Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Port and Starboard generator flat - Good

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
a Generators		l Generators & Governors	Good
b Exciters		m Motors	Good
c Air Coolers		n Switchboards & Fittings	Good
d Motors		o Circuit Breakers	Good
e Air Coolers		p Cables	Good
f Control Gear, Cables, etc.		q Insulation Resistance	0.10 megohms
g Insulation Resistance		r Steering Gear Generators and Motors	Good
h Insulating Oil Test		s Navigation Light Indicators	Good
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 ~~YKESK~~ Port & Starboard

Superheaters - Good

Safety Valves - Good

Mountings, Doors & Fastenings -

Safety Valves Adjusted to { Sat. - Boilers still open at this time  
Spt. -

Boiler Securing Arrangements - Good

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 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 Auxiliary (over 3 in. bore) -

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)

It has now been confirmed that the Port and Starboard Boilers and Machinery of this ship was opened, examined and dealt with as necessary for Special Survey.

Repairs Now Effectuated:

Starboard Boiler has had five tubes renewed as well as inboard furnace wall and two feed check valves renewed. Port Boiler has had thirty four tube renewals, and a new furnace floor fitted.

Main Engine:

Nos. 3 and 5 crosshead pins machined and bearings remetalled, Nos. 4 and 5 bottom end bearings remetalled and satisfactory bridge gauge readings taken of main bearings.

Scavenge pump completely overhauled.

Condenser tested and cargo pumps overhauled.

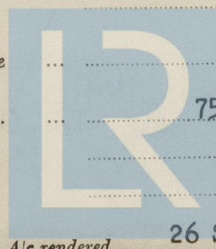
LEAVE THIS SPACE BLANK

Survey fees \$75.00

Damage fee

Expenses... 75.00

Date when A/c rendered 26 Sept. 1960.



© 2021

Lloyd's Register Foundation