

Rpt. 9

Date of writing report 18th March, 1960. Received London
Survey held at Buenos Aires No. of visits six Port BUENOS AIRES No. 3111
First date 11-1-60 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"
Owners Argentine Government (Yacimientos Petroliferos Fiscales) Gross tons 12759 Date of build 1-1951
Engines made Birkhead E. Cammell Laird & Co. Ltd. Port of Registry Buenos Aires
No. of Main Engines 1 No. of Screws 1 Type
No. of Main Boilers 2 WTB W.P. 1480 lb. Records of Survey & Special Notations as per Register Book
No. of ~~Atk~~/Donkey Boilers 2 W.P. 150 lb.
Surveyed Afloat or in Dry Dock ~~at~~ Afloat 140 lb.
Nature of Survey SPS, MBS, DBS, SGS, & CS
Was Damage Report issued? -- Int. Cert.? Yes
Last Report (For Head Office only)
30 Feb. B.A.

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.



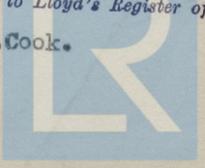
- DOCKING Propellers
- Wear Down of Stern Bushes
- Oil Glands
- Sea Connections
- Has Screwshaft/Tubeshaft been drawn?
- Date of Examination
- Has Shaft been changed?
- Has shaft now fitted been previously used?
- Has Shaft now examined/fitted a continuous liner?
- Approved oil gland?
- MAIN ENGINES (Recip. Steam or I.C.)
- PORT STARBOARD
- Cyls., Covers, Pistons & Rods
- Valves & Gears
- Connecting Rods, Side
- Top Ends & Guides, Centre
- Crankpins & Bearings, Side
- Journals & Bearings, Centre
- 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?
The Machinery of this vessel, so far as now seen, is eligible in my opinion 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.

FRIDAY 29th APRIL 1960
FRIDAY 26 AUG 1960
AS now Subject
MBS 1.60
DBS 1.60
SGS 1.60
SPS 1.60

James S. Cook © 2021
Engineer Surveyor to Lloyd's Register of Shipping
J.S. Cook.

Noted for Header



Lloyd's Register Foundation

If certificate is required state where to be sent.

Mr. J. B.A.

ASK for better proposal
I remind to S.S.

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 _____ 86 Lub. Oil Coolers _____ 87 Heaters (state service) _____
 88 Independent Air Compressors, Coolers & Safety Devices _____
 89 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 Good
 Mountings, Doors & Fastenings Good Good
 Safety Valves Adjusted to { Sat. 180 P.S.I. 150 P.S.I.
 Spt. 150 P.S.I.
 Boiler Securing Arrangements Good 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 A/o rendered 18th. March, 1960.

