

Date of writing report 11th. August, 1958 Received London

SEP 1958

Port BUENOS AIRES

No. 29116

Survey held at BAHIA BLANCA

No. of visits two

First date 16-7-58.

Last date 24-7-58.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

S.S.

No. in R.B. 61916 Name ~~MAX~~ "GENERAL SAN MARTIN"

Gross tons 12759

Date of build 1-1951

Owners Argentine Government (Yacimientos Managers)

Port of Registry Buenos Aires

Engines made Birkenhead By Cammell Laird & Co. Ltd.

Type

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 WTR W.P. 180 lb.

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

Surveyed Afloat or in Dry Dock afloat
Nature of Survey ENGINE REPAIRS, MBS, DBS, SGS & T.S. (CL)

Was Damage Report issued? Int. Cert? Yes

Last Report (For Head Office only)

Hull	Machinery
+100A1	+IMC 6,56
6,56	MBS 4,58
s.s. Bkn- 6,56	DBS 1,51
	TS CL 5,56

CARRYING PETROLEUM IN BULK.

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/ Good Wear Down of Stern Bushes Close fit Oil Glands --- Sea Connections Good

Fastenings Good Has Screwshaft/Turbine been drawn? Yes Date of Examination 16-7-58. Has Shaft been changed? No.

Has shaft now fitted been previously used? --- Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? No.

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

1 Cyls, Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Side

Top Ends & Guides, Centre

4 Crankpins & Side

Bearings, Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

1 Cyls, Covers, Pistons & Rods

2 Connecting Rods & Top Ends

3 Crankpins & Bearings

4 Journals & Bearings

5 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

1 Cyls, Covers, Pistons & Rods

2 Connecting Rods & Top Ends

3 Crankpins & Bearings

4 Journals & Bearings

5 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts H.P.-bearings, thrust & flexible couplings-Good.
L.P. All good(L.P. blading †)

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS Good.

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & EXHAUST.) Good

STEAM RE-HEATERS

De. SUPERHEATERS

STOP & MANOEUVRING VALVES Bulkhead emergency stop valves-Good.

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

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

opinion to remain as now classed, with fresh record of T.S.(C.L.) 7,58 now and MBS 7,58, DBS 7,58 and SGS 7,58 when the surveys have been completed, subject to the starboard donkey boiler not being used until repaired as previously recommended, and also subject to main L.P. turbine blading being re-examined by 6,60(2 years limit).

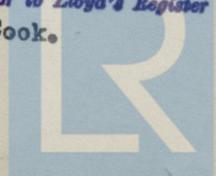
Date of Committee THURSDAY 25 SEP 1958

Decision Deferred for open DBS & SGS. but assign TS (CL) 7.58, subject.

m. 5. 58

Noted for Header

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



Lloyd's Register Foundation

32 Essential Independent Pumps (Identify by position) Nos. 1 and 2 turbo feed pumps (starboard forward) Main circulating pump Good.

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) Fuel oil 2 main 2 aux (tested)

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 Good 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 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 and Starboard 16-7-58. AUXILIARY, DONKEY & PRESS Port 16-7-58.-

Superheaters	Good	
Safety Valves	"	Good
Mountings, Doors & Fastenings	Good	Good
Safety Valves Adjusted to	Sat. not adjusted	not adjusted
	Spt. " "	
Boiler Securing Arrangements	Good	Good
Main Economisers		Exhaust Gas Heated Economisers
Steam Heated Steam Generator	Good 24-7-58.	Steam Generator Safety Valves Adjusted to Not adjusted.
Were Oil Burning System & Remote Controls examined working in accordance with Rules?	No.	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)

Also examined; Main cargo pumps - and found. Good.

S.R.L. - Low pressure turbine casing removed & rotor lifter. Corrosion noted, first row stator blading, second stage of astern turbine, and on first four rows stator blading to first three rows rotor blading of ahead turbine. Considered efficient in the meanwhile but it is submitted that main L.P. turbine blading be re-examined by 6.60 (2 years limit).

Repairs to starboard donkey boiler no further advanced at this time. To continue subject to starboard donkey boiler not being used until repaired as previously recommended.

The main boilers were opened up at this time to comply with local regulations and at request of Owners Representative they were again examined.

Owners state that boiler surveys will be completed on vessel's return to this port in approximately eight weeks time. -

Wear and tear repairs:- Port donkey boiler. Ten plain tubes renewed.

Main condenser - Two tubes renewed.

Propeller - Tips of three blades cropped and renewed and one blade tip straightened propeller statically balanced after repair.

Other minor wear and tear repairs effected.

LEAVE THIS SPACE BLANK

Survey fees	MBS	\$ 4,000.00
	DBS	1,000.00
Engine Repairs		2,000.00
	SGS	300.00
	TS (CL)	750.00
Damage etc.		
Spec. Atte. Fees		\$ 600.00
Expenses		\$ 1,100.00

Date when A/s rendered 11th. Aug. 1958.-