

Rpt. 9

Date of writing report 25th Oct. 1958

Survey held at LA PLATA

Received London

No. of visits One

Port BUENOS AIRES

First date and

Last date 21st October, 1958.

No. 29715

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 58376 Name M.V. Tanker "DIRECTOR MADARIAGA" Gross tons 11633 Date of build 6-1950  
Owners Argentine Government (Yacimientos) Port of Registry Buenos Aires.  
Engines made by Petroliferos Fiscales By N.V. Mch. & Scheps P. Smit Jr. Type 2 SA  
No. of Main Engines 2 No. of Screws 2  
No. of Main Boilers W.P. W.P. 180 lb.  
No. of Donkey Boilers 2 W.P. 180 lb.  
Surveyed Afloat or in Dry Dock Afloat  
Nature of Survey W.T.D.B.S.  
Was Damage Report issued? Int. Cert. Yes  
Last Report (For Head Office only)

Records of Survey &amp; Special Notations as per Register Book

Hull	Machinery
+100A1	HMC 05 9.55
5.57	lbs 11.56
S.S.B.A. 9.55	TS CL pda 5.57
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 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.

LOCKING Propellers	Wear Down of Stern Bushes	Oil Glands	Sea Connections
Has Shaft now fitted been previously used?	Has Screwshaft/Tubeshaft been drawn?	Date of Examination	Has Shaft been changed?
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			
2 Valves & Gears			
3 Connecting Rods, Side			
4 Top Ends & Guides, Centre			
5 Crankpins & Side			
6 Bearings, Centre			
7 Journals & Bearings			
MAIN ENGINE DRIVEN AIR COMPRESSORS			
8 Cyls., Covers, Pistons & Rods			
9 Connecting Rods & Top Ends			
10 Crankpins & Bearings			
11 Journals & Bearings			
12 Coolers & Safety Devices			
MAIN ENGINE DRIVEN SCAVENGE PUMPS			
13 Cyls., Covers, Pistons & Rods			
14 Connecting Rods & Top Ends			
15 Crankpins & Bearings			
16 Journals & Bearings			
17 Levers			
SCAVENGE BLOWERS			
SUPERCHARGERS			
MAIN TURBINES			
18 Casings, Rotors, Blading, Bearings & Thrusts			
EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)			
STEAM COMPRESSORS			
CLUTCHES & HYDRAULIC COUPLINGS			
REDUCTION GEARING			
THRUST BLOCKS, SHAFTS & BEARINGS			
INTERMEDIATE SHAFTS & BEARINGS			
HOLDING DOWN BOLTS & CHOCKS			
CONDENSERS (MAIN & AUX.)			
STEAM RE-HEATERS			
DO. SUPERHEATERS			
STOP & MANOEUVRING VALVES			
MAIN ENGINE DRIVEN PUMPS			
CRANKCASE DOORS & EXPLOSION RELIEF DEVICES			
Have Main Engines been tested working and manoeuvring?			

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 W.T.D.B.S. 10.58, when the survey has been completed.

Date of Committee

Decision

TUESDAY 25 NOV 1958

Deferred for 285

m. 5.58

Noted  
for  
HeaderJames S. Cook 2021  
Engineer Surveyor to Lloyd's Register of Shipping  
J.S. Cook.Lloyd's Register  
Foundation

009780-009788-0268

If certificate is required state where to be sent.



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 \_\_\_\_\_ 36 Lub. Oil Coolers \_\_\_\_\_ 37 Heaters (state service) \_\_\_\_\_

88 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	STARBOARD	
a Generators	_____	_____	l Generators & Governors
b Exciters	_____	_____	_____
c Air Coolers	_____	_____	m Motors
d Motors	_____	_____	_____
e Air Coolers	_____	_____	n Switchboards & Fittings
f Control Gear, Cables, etc.	_____	_____	o Circuit Breakers
g Insulation Resistance	_____	_____	p Cables
h Insulating Oil Test	_____	_____	q Insulation Resistance
i Overspeed Governors	_____	_____	r Steering Gear Generators and Motors
j Magnetic Couplings	_____	_____	s Navigation Light Indicators
k Air Gap	_____	_____	_____

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN STARBOARD, DONKEY (Water tube) 21-10-58.-

Superheaters \_\_\_\_\_

Safety Valves Not examined.

Mountings, Doors & Fastenings Doors and fastenings only Good.

Safety Valves Adjusted to { Sat. not adjusted.  
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? No. Forced Circulating 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 \_\_\_\_\_ Auxiliary (over 3 in. bore) \_\_\_\_\_

Were Copper Pipes annealed? \_\_\_\_\_ 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)

To complete the Water tube donkey boiler survey:- Port water tube donkey boiler and mountings of both boilers, to examine. A statement is also required, signed by the Chief Engineer, covering the satisfactory adjustment of the safety valves of the port and starboard boilers.

It was stated by the Owners representative that they would be in a position to present both boilers for survey towards the end of November.-

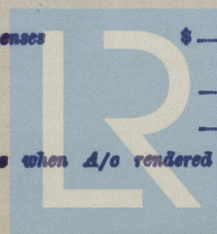
LEAVE THIS SPACE BLANK

Survey fees WIDS \$ 800.00

Damage fee \$ \_\_\_\_\_

Expenses \$ 125.00

Date when A/o rendered 25th. Oct. 1958.-



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