

Rpt. 9

Date of writing report 21st. March, 1960 Received London Port BUENOS AIRES No. 3117
Survey held at BUENOS AIRES No. of visits ten First date 23-9-50 Last date 15-3-60.-

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

S.S.

No. in R.B. 28863 Name M.V. T-E Tanker "SAN JULIAN" Gross tons 10118 Date of build 1943
Owners Argentine Government (Yacimientos Petroliferos Fiscales) Managers -- Port of Registry Buenos Aires
Engines made Lyn By General Electric Co. Type --

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. W.P. 500 lb.
No. of Aux./Donkey Boilers -- W.P. --

Records of Survey & Special Notations as per Register Book:

Now Surveyed Afloat or in Dry Dock afloat
Nature of Survey MBS & Repairs
Was Damage Report issued? -- Int. Cert? Yes
Last Report (For Head Office only) --

Hull	Machinery
100A1 oil tanker	LMC 1.59
12.58	MBS 12.58
s.s. (Dr.) 1.59	TS CL 12.58 N
Reclassified 5.52	sps 1.59

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

2 Valves & Gears

3 Connecting Rods, { Side

Top Ends & Guides { Centre

4 Crankpins & { Side

Bearings { Centre

5 Journals & Bearings

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

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

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

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX) Good.

27 STEAM RE-HEATERS

28 De - SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 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 M.B.S. 1.60 now.-

Date of Committee

Decision

MONDAY 9 MAY 1960

MBS 1.60

3 m. 5.58

Engineer Surveyor to Lloyd's Register of Shipping

J.S. Cook.

Lloyd's Register Foundation

010545-010553-018

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) Starboard outer auxiliary turbo generator. Good.

Table with 4 columns: PROPULSION, PORT, STARBOARD, AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, Insulation Resistance, Steering Gear Generators and Motors, Navigation Light Indicators.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Starboard 8-1-60
AUXILIARY, DONKEY or PRESS
Port 9-2-60.
Superheaters Good.
Safety Valves Good.
Mountings, Doors & Fastenings Good.
Safety Valves Adjusted to Sat. 500 P.S.I.
Spt. 473 P.S.I.
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? 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 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)
Wear and tear repairs. Superheater tube supports and tubes of starboard boiler, although considered in efficient condition, were at this time and on Owners initiative, all renewed. Hydraulically tested on completion of repair and found satisfactory. Also on Owners initiative tubes and tube plates of main condenser renewed. Hydraulically tested and found satisfactory.

It was stated that "slogger" was noted in gearing of starboard outer auxiliary turbo generator.
Now Done:- Gearing renewed (ships's spares). Turbine rotor and gearing balanced. On completion, machine run on load, governing, and overload trip, tested, and all found satisfactory.

MBS due 12.59. now held
It is submitted that this vessel is eligible to remain as CLASSED, as fresh second of MBS 1.60.



LEAVE THIS SPACE BLANK

Survey fees \$ 9,800.00
Damage fee \$
Expenses \$ 800.00

Date when A/o rendered 21st. March, 1960.