

Rpt. 9

Date of writing report 18th May 1961 Received London Port BUENOS AIRES No 32740.  
Survey held at Campana No. of visits Six First date 26-10-60 Last date 5th May, 1961.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 60203 Name ~~XXX~~ T.S. Tanker "ESSO ENTRE RIOS" Gross tons 2180 Date of build 4 - 1928.  
Owners Esso S.A. Petrolera Argentina Managers Port of Registry Buenos Aires  
Engines made Glasgow By Harland & Wolff Ltd. Type T 6CY.  
No. of Main Engines 2 No. of Screws 2

Yes  
Now  
Has a Survey also been held on Ship?  
Does the Report sent now, or when will it be sent?

No. of Main Boilers - - - - - W.P. - - - -  
No. of Aux./Donkey Boilers - - - - - W.P. - - - -  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey E.S. M.B.S. T.S. S.P.S.  
Was Damage Report issued? - - Int. Cert.? Yes  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+Classed LR until 4/54	

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 Rewooded Oil Glands NO Sea Connections Good  
Fastenings Good Has Screwshaft/Tubshaft been drawn? Yes Date of Examination 9-1-61 Has Shaft been changed? NO  
Has shaft now fitted been previously used? - - Has Shaft now examined/fitted a continuous liner? NO Approved oil gland? NO

MAIN ENGINES (Recip. Steam ~~XXXX~~) PORT STARBOARD

	PORT	STARBOARD
(1) 1 Cyls., Covers, Pistons & Rods	HP. MP. LP. - Good	HP. MP. LP. - Good
(2) 2 Valves & Gears	HP. MP. LP. Good	HP. MP. LP. Good
(3) 3 Connecting Rods, { Side		
Top Ends & Guides { Centre	HP. MP. LP. Good	HP. MP. LP. Good
(4) 4 Crankpins & { Side		
Bearings { Centre	HP. MP. LP. Good	HP. MP. LP. Good
(5) 5 Journals & Bearings	All Good	All 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  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers

(16) 16 ~~SCAVENGE BLOWERS~~  
(17) 17 ~~SUPERCHARGERS~~  
~~TRIX TURBINES~~  
18 Casings, Rotors, Blading, Bearings & Thrusts

(19) 19 ~~EXHAUST STEAM TURBINES AND EXHAUST ENGINES~~  
(20) 20 ~~EXHAUST COMPRESSORS~~  
(21) 21 ~~CRUICKSON & HYDRAULIC JACKS~~  
(22) 22 ~~REDUCTION GEARING~~

(23) 23 THRUST BLOCKS, SHAFTS & BEARINGS Good Good  
(24) 24 ~~INTERMEDIATE SHAFTS & BEARINGS~~  
(25) 25 HOLDING DOWN BOLTS & CHOCKS Good Good  
(26) 26 CONDENSERS (MAIN ~~XXXX~~) Good Good  
(27) 27 ~~EXHAUST EXHAUSTERS~~  
(28) 28 ~~EXHAUST SUPERHEATERS~~  
(29) 29 STOP & MANOEUVRING VALVES Good Good  
(30) 30 MAIN ENGINE DRIVEN PUMPS Good Good

(31) 31 ~~CRANKCASE DOORS & EXPANSION RELIEF DEVICES~~ Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS  
The machinery of this vessel so far as now seen, is eligible in our opinion to be reclassified with fresh records of ES 5-61 M.B.S. 4-61 T.S. 4-61 SPS 4-61.

Date of Committee WEDNESDAY 11 OCT 1961  
Decision Deferred

Noted for Header

A.F. Sinclair J.S. Cook W.F. Rogerson  
Engineer Surveyor to Lloyd's Register of Shipping



If certificate is required state where to be sent.

- (32) <sup>82</sup> Essential Independent Pumps (Identify by position) Feed (2) O.F. Unit (2) Ballast, Gen. Service, Bilge  
All - Good
- (33) <sup>83</sup> Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Yes
- (34) <sup>84</sup> Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes
- (35) <sup>85</sup> ~~Feed Water Coolers~~ (36) <sup>86</sup> ~~Hot Water Coolers~~ (37) <sup>87</sup> Heaters (state service) Both Fuel Oil Tested 400 p.s.i. Good
- (38) <sup>88</sup> ~~Independent Air Compressors, Cooling & Exhaust Devices~~
- (39) <sup>89</sup> ~~Air Receivers & Safety Devices - Main~~ <sup>40</sup> Auxiliary
- (41) <sup>41</sup> ~~Deck Tanks (Not forming part of hull structure)~~
- (42) <sup>42</sup> Evaporators Good (43) <sup>43</sup> Have Evaporator Safety Valves been tested under steam? Yes
- (44) <sup>44</sup> Steering Machinery Good (45) <sup>45</sup> Windlass Good (46) <sup>46</sup> Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position)  
Both Steam Generators - Good

PROPULSION	PORT	ELECTRICAL EQUIPMENT	
		STARBOARD	AUXILIARY EQUIPMENT
a Generators			(l) <sup>l</sup> Generators & Governors <u>Good</u>
b Exciters			
c Air Coolers			(m) <sup>m</sup> Motors <u>None</u>
d Motors			
e Air Coolers			(n) <sup>n</sup> Switchboards & Fittings <u>Good</u>
f Control Gear, Cables, etc.			(o) <sup>o</sup> Circuit Breakers <u>-</u>
g Insulation Resistance			(p) <sup>p</sup> Cables <u>Good</u>
h Insulating Oil Test			(q) <sup>q</sup> Insulation Resistance <u>Good</u>
i Overspeed Governors			(r) <sup>r</sup> Steering Gear Generators and Motors <u>-</u>
j Magnetic Couplings			(s) <sup>s</sup> Navigation Light Indicators <u>Good</u>
k Air Gap			

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

MAIN Port & Starboard - Good AUXILIARY, DONKEY or PRESS -  
4 - 4 - 61

Superheaters -

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. 180 p.s.i.  
SPKX

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 Efficient

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Copper Tested 360 p.s.i. 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)

All piston rod and slide valve spindles skimmed and now neck and gland bushes fitted.

Star MP cylinder bore machined and piston ring renewed.

HP piston valve rings renewed.

Aft journal bearing of Star engine remetalled.

Attached pump rams renewed.

Minor other wear and tear repairs effected.

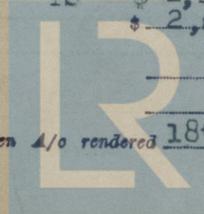
Vessel not unslipped until after visit on 4th April and TS date of 4-60

recommended on this account.

LEAVE THIS SPACE BLANK

Survey fees ES \$ 14,400.00  
MBS \$ 6,400.00  
ELEC \$ 4,000.00  
SPS \$ 1,200.00  
TS \$ 2,400.00  
Expenses \$ 2,000.00

Date when A/o rendered 18th May, 1961.



Lloyd's Register  
Foundation