

COPY

Rpt. 9

Date of writing report 23rd July, 1962 Received London Port Buenos Aires No. 34118
Survey held at Buenos Aires No. of visits Three First date 29-6-62 Last date 11-7-62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 12903 Name S.S.X. T.M. Tanker "GOYA" Gross tons 1500 Date of build 12 - 1960
Owners Argentine Government - Yacimientos Petroliferos Fiscales Managers Port of Registry Buenos Aires
Engines made Wintarth By Sulzer Bros. Ltd. Type 2 Oil Engines 2 SA each 6 Cy.

Yes
Now

No. of Main Engines 2 No. of Screws 2
No. of Main Boilers W.P.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry-Dock Both
Nature of Survey D.S. & T.S. W&T Rprs.
Was Damage Report issued? No. Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+A1	+IMC 12.60
Docking 7.61	TS 12.60
Oil tanker for service the Rivers Parana & Uruguay limiting ports La Plata & Buenos Aires.	

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 Now P.045 before P.3/8" oil Glands Sea Connections
Fastenings Good Has Screwshaft been drawn? Yes, P. & S. Date of Examination Both 2-7-62 Has Shaft been changed? Yes.
Has Shaft now fitted been previously used? No. N.O. Has Shaft now examined/fitted a continuous liner? No. Approved oil gland? None.

- MAIN ENGINES (Recip. Steam or I.C.)
 - 1 Cyls., Covers, Pistons & Rods
 - 2 Valves & Gears
 - 3 Connecting Rods, Top Ends & Guides (Side, Centre)
 - 4 Crankpins & Bearings (Side, 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
- 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
- DE-SUPERHEATERS
- STOP & MANOEUVRING VALVES
- MAIN ENGINE DRIVEN PUMPS
- CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS This Tankers Machinery as seen is in good condition and eligible in my opinion to remain as classed with fresh record of T.S. (Port & Starboard) new 7/62.

Date of Committee MONDAY 22 OCT 1962
Decision As new B.H. TS (N) 7.62

Noted for Header



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position)

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)

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 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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 AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

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? 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?

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)

NOW DONE FOR WEAR & TEAR REPAIRS.

Port propeller:- The tips of two of the blades of the four blades bronze propeller found slightly bent, now faired and placed in good condition.

Port screwshaft after bronze liner to be badly worn in way of the bracket bearing alignment checked and new spare screwshaft fitted, & all bearings renewed.

Stampings of new screwshaft (identical to working one):- LLOYD'S D.T.M. 1/8 HD 8-1-60

Starboard screwshaft after bronze liner found worn in way of "A" bracket the bearing, alignment checked, and new spare screwshaft fitted, and bearings renewed.

Stampings of new screwshaft:- (identical to working one):- LLOYD'S D.T.M. 17/4 H.D. 1-2-60 HAM.

NOTE: Both working screwshafts examined at this time and found as far as could be seen in good condition, except in way of the after bronze liners, these the Owners state will be renewed and new liners shrunk on, under survey, and will be available as spares.



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Survey fees TS. 3,600.00
Reps. W&T 2,000.00
Damage fee
Expenses... 200.00

Date when A/c rendered 23rd July, 1962.

