

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7th Aug. 1947 When handed in at Local Office 7th Aug. 1947 Port of PHILADELPHIA, PA.

No. in Reg. Book Survey held at Chester, Pa. Date, First Survey 3rd April Last Survey 7th August, 1947.

on the ~~Steel T.S.S. "ESSE EL SALVADOR"~~ Ex. "Avila" (No. of Visits 31)

TONNAGE: GROSS 1691 UNDER 1355 NET 948
Built in Middlesbrough By whom Smith's Dock Co. Ld. When 1938 - 8
Owners Panama Transport Co. Owners' Address
Managers not under the Anglo American Control Port belonging to Panama

Surveyed Afloat or in Dry Dock? Both Name of Dock Sun. SB & DD Co. Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet }
total capacity tons. FPT tons; APT tons; MT tons. }

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 7,46	*LMC 7,46
SS Aru No. 1-43	TS (CL) 11,44
Carrying petroleum in bulk.	
Fitted for oil fuel 8,38 F.P. above 150° F.	

N.B.—All alterations in the existing records of tanks should be inserted. Only alterations in the existing records of tanks should be inserted.

Last Report, No. 749. Port Am.

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined Report made.

Society's Freeboard (if assigned) as painted on Ship and now verified } 2 1/2 - 3/4ms.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR alterations, Special Survey and Damage.

NOW DONE:- Alterations. Prior to the vessel's arrival at Chester on 1st July, 1947, a new midship body was prefabricated in the shipyard. This new section extended from the after pumproom to the forward cofferdam and contained eight new cargo tanks, (4p & 4s), each 33' in length, instead of 10 cargo tanks (5p & 5s) having a total length of 118'. The new section thus increases the length of the vessel by 14', the new overall length being 285.5', the length between perpendiculars 269'. The new midship section was built in accordance with the approved plans, copies of which are forwarded herewith, as follows:-

- Shell plating frames 43-115
- Upper deck plating midship frame 43-115
- Ordinary Frames 42-114 incl.
- Stringer frame 39-115
- Longitudinal Girders Frames 43-115
- Transverse Frames 49, 55, 67, 73, 85, 91, 103, 109

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	1 pt.						1 pt.	Minor renewals.
Removed and Paired or Repaired								
Paired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M. (State if on Felt)	
Decks	Good		Good		Good		When fitted, Month Year
Caulking of Decks	"	Ceiling	-	Oil Bunkers, Openings, Covers, &c.	"		
Coamings	"	Cement or Asphalt	pt. cem	Oil Bunkers	"	Boats	Good
Beams & Fastenings	"	Rudder	good	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained by exam. (State if wedges removed.)	
" " in way of sidelights	-	Windlass	"	Hatches	"	Equipment letter	r/s
Frames	Good	Have pumps been examined and found efficient?	yes	Planking		Anchors, No. of	3B 1S
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-	Caulking		Cables (State if now ranged)	yes
Longitudinals	Good	Have Watertight Doors been examined and found efficient?	-	Treenails		" length 240 fms mean diam.	1-3/8
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	-	Breasthooks & Stemson		" Rule length 240 fms. size	1-1/2 (BT)
Floors	"	Have the Tanks been examined internally? Yes	Yes	Transoms, Pointers & Crutches		Chain Locker	good
Keelsons	-	Have the Tanks been tested? Yes	Yes	Timbers of Frame at openings		Hawsers & Warps	sufficient
Stringers	Good	Air and Sounding Pipes	Good	" " at other places		Standing and Running Rigging	good
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	"	Stringers, Clamps & Shelves		Sails	-

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

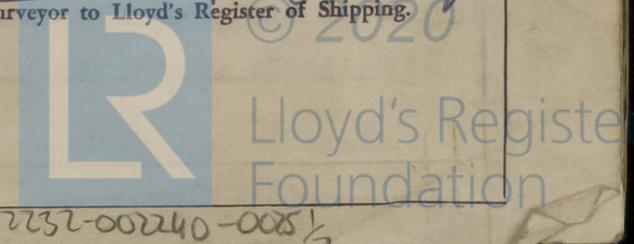
This vessel is eligible, in our opinion, to remain as classed, and to have fresh record of survey 8,47, and notation S.S. Phl. 8,47, also special notations regarding lengthening, new midship body, and fitting of tanks for carriage of propane gas.

New Midship Body 750.00
 Survey Fee (per Section 29) 230.00
 Special Damage or Repair Fee (if any) 50.00
 Travelling Expenses (if chargeable) 33.00
 Late & Sunday Fees 30.00
 Second Surveyor's Fee (if any) \$

Fees applied for,
 25 Aug. 1947
 per P.A.G.
 Received by me,
 19

[Signature]
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Character Assigned 8,47 PHL
 S.S. PHL 847
 B.S. 8,47



002232-002240-008 1/2

Is Certificate required? If so, to be sent to

Longitudinal Bulkhead on Centreline Transverse Bulkheads 43, 61, 79, 97 & 115.

With the exception of the seams and butts of shell plating and the shell flange of the deck stringer angle, which are rivetted, the new structure is of welded construction. Prior to fitting the deck on the new section, 8 cylindrical tanks for the carriage of propane gas under pressure, were installed. The domes of the propane tanks extend above the upper deck of the vessel. The new midship section was manually welded to the old bow and stern sections.

In addition to the above, alterations were made to the forward pumproom, and a new fore-castle bulkhead was fitted on frame 117 to provide space for propane compressors, pump room fans etc. Inclined and vertical ladders fitted in cargo tanks, W.T. hatches to oil fuel bunkers and forward cofferdams installed. Fore and aft gangway and rails renewed as necessary.

Special Survey:- Vessel placed on drydock, bottom and rudders cleaned, examined, found or placed in good condition and recoated. Anchors examined, chain cables ranged. Chain locker examined. Fore and after peak tanks, double bottom tanks, O.F. bunkers, deep tank cofferdams, pump rooms and all cargo tanks examined internally and tested. Engine and boiler spaces and under engines and boiler examined. Decks, hatch coamings and covers, ventilators, air and sounding pipes, windlass and steering gear examined. Masts, rigging boats and general equipment examined. Freeboards verified.

WEAR & TEAR REPAIRS:- Shell plates in A strake (p. & s.) immediately forward of new section, found wasted, cropped about 7'6" and part renewed. Doubler on aft peak tank shoe plate renewed. Welded doublers fitted on flat and bulkhead of forward pump room and on forward cofferdam bulkhead where wasted locally.

Aft pump room house top renewed.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight Ex. Stock, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, When and where tested and Superintendent.

Welded doubler fitted over chief engineers and 4th engineers room.

Rudder glands, found leaking, repacked.

And minor repairs effected.

Damage:-

(1) Stated sustained through striking bridge at Ciudad, November 17th, 1938.

No damage found.

(2) Stated sustained through striking dock wall at La Arreaga, August 4th, 1946.

Forecastle sheerstrake plate (ss) fractured, cropped 5 feet and part renewed.

Forecastle deck stringer plate in way, buckled, cropped 4 feet and part renewed.

S.S. "ESSO EL SALVADOR", Ex. "AVILA"

Damage:- (2) - (Cont'd)

Deck stringer bar and half round beading, buckled, cropped 6 feet and part renewed.

Rivetting in way of damage overhauled.

Repairs hose-tested on completion and proven tight.

(3) Stated sustained through grounding at La Arreaga, October 25th, 1946.

Damage confined to midship section of vessel, now renewed.

(4) Stated sustained through heavy weather during voyage from Aruba to Nassau, April 21, '47

Damage confined to midship section of vessel, now renewed.

(5) Stated sustained through striking reef dock pipeline at Maracaibo, May 6, 1947.

No damage found.

S.R.L.:- Indented plating etc. on starboard side of fore-castle dealt with. (Damage 2 above) Indented plating on port side examined and found to be of a minor nature. In our opinion, the condition regarding this item may be removed.

In view of the alterations now made to this vessel, the record in the Register Book will require to be amended somewhat as follows:-

- 2 Amend name of vessel, now "ESSO EL SALVADOR".
3 Amend "Deck & butts of keel, midship deck, bulkheads and framing elec. welded".
4 Amend gross tonnage to 1691, under deck tonnage to 1355, net tonnage to 948.
5 Add "Carrying propane gas under pressure in cylindrical tanks".
" Add "Midship section rebuilt and lengthened 14', 1947".
11 Amend registered length to 270.3' and overall length to 285.5' (U.S. Method).
" Amend length of fore-castle to 48'.
12 Amend number of bulkheads to 12.
15 Amend Freeboard to 2'9-3/4" and Draught to 14'-10-3/4".

Handwritten initials 'ML'

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Vertical text on the left edge: N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink or to cause it to show through to the other side.

Handwritten numbers: 00032-00240-00352, 00032-00240-0038