

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 6 OCT 1947)

Date of writing Report 15th Aug. 1947. When handed in at Local Office 15th Aug. 1947. Port of PHILADELPHIA, PA.
 No. in Survey held at Chester, Pa. Date, First Survey 1st July. Last Survey 7th August, 1947.
 Reg. Book ESSO (No. of Visits seven)
 on the Machinery of the WALLACE STEEL T.S.S. / EL SALVADOR, Ex. "Avila"
 Tonnage Gross 1691 Vessel built at Middlesborough By whom Smith's Dock Co. Ltd. When 1938 Month 8
 Net 948 Engines made at Middlesborough By whom Smith's Dock Co. Ltd. When " "
 Nominal Horse Power 231 Boilers, when made (Main) 1938 - 8 (Donkey) -
 No. of Main Boilers 2 Owners Panama Transport Co. Owners' Address -
 No. of Donkey Boilers - Managers - Port Panama Voyage -
 Steam Pressure in Main Boilers 180# If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers - (State name of Dock.) Sun SB & DD Co.

Last Report No. Port Fastenings, B.S.

Particulars of Examination and Repairs (if any) Repairs

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined -

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

" " Donkey " " " -

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

State latest date of internal examination of each boiler 22nd July, 1947 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180#

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P.3/32
S.5/64

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light under power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

NOW DONE:- Vessel placed on drydock, examined the propellers fastenings of the stern bush and of the sea connections, found or placed same in good order. All sea connections opened up, repaired as found necessary, and closed up in good order. New metallic packing fitted in main engines. General service and sanitary pumps bored out in water ends new plunger and rods fitted pumps generally overhauled.

Minor repairs effected.

BOILER SURVEY:- Port & starboard boilers opened up, examined internally, externally found or placed in good order. All boiler mountings opened up, examined, repaired as found necessary and closed up in good order. Safety valves set under steam to 180 lbs. per sq. in.

Fuel oil lines and equipment examined under operating conditions and found satisfactory. (over)

General Observations, Opinion, and Recommendation:- The machinery of this vessel is in good and safe working order, eligible in my opinion, to remain as classed with fresh record of B.S.8,47.
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)
 *L.M.C. 140 lb., F.D., &c.)
 CS 3,34,

Survey Fee (per Section 29) B.S. \$30.00 : Fees applied for
 Special Damage or Repair Fee (if any) \$45.00 : 25 Aug 1947
 (per Section 29.) per F.A.G.
 Travelling expenses (if chargeable) \$7.00 : Received by me,
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Committee's Minute

Assigned As now

B.S. 8,47.

NEW YORK SEP 17 1947

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

noted
Bell
27/10/47