

Port 10.7.57
Bremerhaven

Received London 18 JUL 1957
No. of visits 11

Port Bremen
First date 7.5.57

No. 3015
Last date 6.7.57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 09606 Name M.V. "ESSO BOLIVAR" Gross tons 10728 Date of build 1937 7mo.
 Owners Esso Tankschiff Reederei GmbH. Managers -- Port of Registry Hamburg
 Engines made 1937 By Frd. Krupp Germ. A.G., Kiel. Type Oil Engine 2SA 8Cy.
 No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers - W.P. -
 No. of ~~Donkey~~ Donkey Boilers 2 W.P. 200 lb.
 Surveyed Afloat or in Dry Dock both
 Nature of Survey DBS, CS & Eng. 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
+100A1	+LMC CS 6/55
SS Bmn 6/55	DBS 6/56
DS 6/56	TS CL 6/56
	SPS 8/52
Carrying petroleum in bulk.	

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 2.3 mm Oil Glands - port Sea Connections good
 Fastenings good Has Screwshaft/Tubeshaft been drawn? no 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. ~~S~~ I.C.) PORT STARBOARD

Cyls., Covers, Pistons & Rods all - good
 Valves & Gears all - good
 Connecting Rods, Top Ends & Guides ~~S~~ Centre all - good
 Crankpins & Bearings ~~S~~ Centre all - good
 Journals & Bearings all - good

MAIN ENGINE DRIVEN AIR COMPRESSORS
 Cyls., Covers, Pistons & Rods -
 Connecting Rods & Top Ends -
 Crankpins & Bearings -
 Journals & Bearings -
 Coolers & Safety Devices -

MAIN ENGINE DRIVEN SCAVENGE PUMPS
 Cyls., Covers, Pistons & Rods all - good
 Connecting Rods & Top Ends -
 Crankpins & Bearings -
 Journals & Bearings -
 Levers all - good

THRUST BLOCKS, SHAFTS & BEARINGS good
 INTERMEDIATE SHAFTS & BEARINGS -
 HOLDING DOWN BOLTS & CHOCKS good
 CONDENSERS (AUX.) (tested) good

MAIN ENGINE DRIVEN PUMPS good
 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES good Have Main Engines been tested working and manœuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS
 The machinery of this vessel is eligible in my opinion to remain as classed and to have records of DBS 7/57 now and CS (with date), when the survey has been completed.

FRIDAY 23 AUG 1957

Date of Committee As now
 Decision DBS 7.57

for Header

Dr. R. Matthews
 Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register
 Foundation
 002602-002610-0068

If certificate is required state when 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 **good** 36 Lub. Oil Coolers - 37 Heaters (state service) **feed - good**

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 **good** 46 Fire Extinguishing Arrangements -

AUXILIARY ENGINES (Identify by position) **Port forward (No.1) steam generator engine.**
Port forward (No.2) inboard steam generator engine.

PROPULSION		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
	PORT	STARBOARD			
a	Generators		l	Generators & Governors	good
b	Exciters		m	Motors	good
c	Air Coolers		n	Switchboards & Fittings	good
d	Motors		o	Circuit Breakers	good
e	Air Coolers		p	Cables	good
f	Control Gear, Cables, etc.		q	Insulation Resistance	good
g	Insulation Resistance		r	Steering Gear Generators and Motors	good
h	Insulating Oil Test		s	Navigation Light Indicators	good
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 ~~Donkey~~ **DONKEY** ~~Donkey~~ **P&S 6.6.57 - good**

Superheaters -

Safety Valves **good**

Mountings, Doors & Fastenings **good**

Safety Valves Adjusted to (Sat. **200 lb.**
Spt. -)

Boiler Securing Arrangements **good**

Main Economisers - Exhaust Gas Heated Economisers **good**

Were Oil Burning System & Remote Controls examined working in accordance with Rules? **yes** Forced Circulating Pumps **good**

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 - - - - - 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 & Tear Repairs:- The main engine crankshaft was removed at this time, and re-ground all pins and journals now 428 mm throughout. The shaft has been re-ground as all pins were oval. All crankshaft bearings re-metalled. Main engine completely overhauled with renewals or repairs as necessary, and all replaced in good order.

Other minor repairs or renewals carried out to the auxiliary machinery as necessary.

CS Advanced
 Docking
 DBS due 6.57 now held.
 Repairs.

It is submitted that this vessel is eligible for THE RECORD, DBS 7.57.

LEAVE THIS SPACE BLANK

1-9-57



Survey fees ... CS DM 180,--
 Rprs. DM 120,--
 Elec. DM 150,--
 DBS DM 120,--

Damage fee ...

Expenses... DM 66,--

Date when A/c rendered

