

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report January 12, 1954 When handed in at Local Office 1954 Port of Aruba, N.W.I.
No. in Survey held at Aruba, N.W.I. Date, First Survey October 22 Last Survey December 23, 1953
Reg. Book TSS. "ESSO AVILA" (No of Visits 33)

09178 on the ~~Woodturner~~ Steel Built at Haverton Hill on Tees By whom Furness S.B. Co.Ld. When 1938 3
TONNAGE: GROSS 3676 Owners Cia. de Petroleo Lago Owners Address (If not already recorded in Appendix to Register Book)
UNDER DECK 2420 Managers Port belonging to Maracaibo
NET 216

Surveyed Afloat or in Dry Dock? Both Name of Dock Slipway, San Nicolaas Destined Voyage
DBorDBa feet: uE&B feet: f feet
Capacity tons. FPT tons: APT tons: MT feet tons.
Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 1537. Port Aru.

Medical Surveys, when held, must be reported in detail and *seriatim* 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

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.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR Damage, Drydocking, and General Examination for postponement of Special Survey, Load Line Renewal.
Damage stated to have been sustained in consequence of vessel contacting dolphin at La Arriaga February 13, 1953.

Work Done:
Starboard side
1st strake plate No. 14 from aft, found indented between three shell frames in way of Pumproom, faired in place.
8th strake plate No. 8 from forward, lightly indented in way of indented area of "J" strake plating, faired in place.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place	2							

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good		Good		(State if on Felt.)
Caulking of Decks	Good	Ceiling	X	Coal Bunkers, Openings, Covers, &c.	X	When fitted, Month	Year
Coamings	Good	Cement or Asphalt	X	Oil Bunkers	Good	Good	
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Good	
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Good	
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	Condition, how ascertained from deck (State if wedges removed.)	
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter W	
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	Yes	Caulking		Anchors, No. of 3B. 1S.	
Longitudinals	Good	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Cables (State if now ranged) Yes	
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length 270 mean diamr 2 1/16" (on board.)	
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" Rule length 270 size 2 1/16"	
Keelsons	Good	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings		Chain Locker Good	
Stringers	Good			" " at other places		Hawsers & Warps Sufficient	
Inner Bottom Plating	Good where seen			Stringers, Clamps & Shelves		Standing and Running Rigging Good	
Have the Tanks been examined internally?	Yes			Salting	State, if examined	Sails X	
Have the Tanks been tested?	As stated						

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 my opinion to remain as now classed with fresh record of drydocking 12,53 and the Owners' proposal to postpone the Special Survey, now due, until the end of December, 1954, merits favourable consideration of the Committee.

Survey Fee (per Section 23)	Fls. 1442.00	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 23)	£ 100.00	Received by me,	19
Travelling Expenses (if chargeable) Late & Sunday	£ 75.09		
Second Surveyor's Fee (if any)	£ 80.00		

TUESDAY 23 MAR 1954

W.D. Wavelle
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned
12.53 Aru, without spl Cdm + Lmc 12.53
(Postponement S.S. until 12.54 apply)
Delete Lloyd's A & C P

13 MAR 1954

1614

(All only) Aru

Is Certificate required? If so, to be sent to

012211-02220-0013 1/2

MADE AND PRINTED IN ENGLAND
10m, 6.58
The Surveyors are requested not to write on or below the space for Comments



Damage stated to have been sustained while anchoring at Catia La Mar, on March 26, 1953.

Now Done:

Port anchor, temporarily installed on March 29, 1953, after losing original anchor, now removed and stowed on deck as spare.
 New Baldt Stockless Anchor supplied and installed together with pear shaped link.
 Weight of anchor 6000 lbs.
 Certified by the American Bureau of Shipping, Certificate No. 53 P.A. 11116, Philadelphia, Pa. Dated April 9, 1953.
 Pear shaped link certified by the American Bureau of Shipping, Certificate No. PA 1117 Philadelphia, Pa. Dated April 9, 1953.
 Markings verified with Certificates.

General Examination for extension of Special Survey.
 (See Cable received by this Office from New York, dated October 28, 1953).

Vessel placed on Slipway, Keel, bottom, shell plating, Stem, Stern frame and Rudders cleaned, examined and coated.
 Examined main and trunk decks, fore-castle and poop decks, cargo tanks internally, shell frame, beams and fastenings, floors, bulkheads, hatches, and hatch covers, closing appliances, fore and after peak, chain locker, pump room. Machinery and Boiler spaces, under boilers, double bottom tanks internally, cofferdam, fore-castle and poop space, air vent pipes, sounding pipes, anchors, cables, air ports and fastenings, weather tight doors, masts and standing rigging, boats and davits, Engine room and Pump room skylights, funnel and stays, fore and after peak tank top plating, all found or placed in satisfactory condition.

Repairs Now Done: (Wear and Tear)
 Rudders: Port and Starboard inspection doors removed, stock palm bolts examined and found satisfactory. Rudder stock glands repacked.

Anchors and Cables:
 Ranged on dock, examined, found satisfactory, port anchor removed and new anchor and pear shaped link fitted.
 Chain lockers cleaned, examined and coated.

Shell plating:
 Starboard side "E" strake plates Nos. 12, 13, and 14 renewed in way of Nos. 1 and 2 starboard wing tanks.
 "E" strake plate No. 10 cropped and part renewed for a length of 10 ft. at forward end.
 Port side "E" strake plates Nos. 10 and 11 renewed in way of No. 2 port wing tank.

Main Deck plating:
 Port side No. 3 plate from fore-castle bulkhead, inboard strake renewed.
 No. 5 plate from forward bulkhead, inboard strake renewed.
 No. 2 plate from forward bulkhead, outboard strake renewed.
 No. 4 plate from forward bulkhead, outboard strake renewed.
 No. 4 plate from forward bulkhead, inboard strake renewed.

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

ANCHORS.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.				
Amer. Bur.	1st Bower	6000						99760			5582	Stockless	Baldt	Phila. Pa. Apr. 9, 1953
	2nd "													E. G. Payne
	3rd "													
	Collectors Weight													
	Stream													
	Kedge													

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stability.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					
Amer. Bur.	2 3/8 x 17 7/8												Phila. Pa. Apr. 9, 1953
	53 PA 11116	x 12 5/16	34154	lbs.									E. G. Payne
	Pear Shaped Link		243930	lbs.							detach. Baldt		

No. 2 plate from poop bulkhead, outboard strake, doubled over wasted area of plate.
 Starboard side:
 No. 3 plate from forward, inboard strake, cropped and part renewed for a length of 16 ft.

Trunk Deck Plating:
 Port side: No. 2 plate from poop house bulkhead, 1st inboard strake renewed.
 No. 3 plate from poop house bulkhead, 1st inboard strake renewed.
 No. 1 plate from after bulkhead of amidship house, first inboard strake, cropped and part renewed for a length of 14 ft.
 First inboard strake of plating under amidship house, doubled for a length of 24 ft. full width of plate.

Poop Deck Plating:
 Starboard side sketch plate cropped and part renewed for a length of 6 ft. in way of pedestal roller fairlead.

MDW

TSS. "ESSO AVILA"

Port side sketch plate cropped and part renewed in way of mooring bitt.
 Inboard strake of plating in way of starboard side of mooring winch cropped, and part renewed for a length of 10 ft.

Boat Deck Plating:
 Forward transverse section in way of forward transverse walkway of accommodation, renewed.
 Stringer plate, starboard side of Engine room skylights, renewed.
 Inboard stringer plate, starboard side, No. 1 plate from aft, renewed.

Tank Internals:
 Fore Peak Tank Transverse bulkhead plating cropped and part renewed at lower area.
No. 1 Port Wing Tank:
 Forward section of centre strake plating of longitudinal bulkhead renewed for a length of 28 ft.
 3 Main Deck beams renewed.
 Nos. 11 to 15 inclusive beam bulkhead knee brackets renewed.
 No. 4 and 13 shell frames from after bulkhead cropped and part renewed, each for a length of approximately 8 ft. 6 ins. at upper ends.
 Lower strake of transverse swash bulkhead plating cropped and part renewed for an area of 15 ft. x 10 ft., boundary angles and stiffeners in way, cropped and part renewed.
 4 Vertical web shell frames cropped and part renewed for a length of 9 ft. 6 ins. at upper ends.

No. 1 Starboard Wing Tank: plating
 Centre strake of longitudinal bulkhead/renewed for a length of 64 ft. at forward end
 Nos. 17, 18, 19 and 20 deck beams from forward end, cropped and part renewed for a length of approximately 6 ft. at outboard ends.
 A total of 26 beam knee brackets renewed.
 Nos. 1, 2, 3, 4, 5, 6 and 23 and 24 beam bulkhead brackets from forward end renewed.
 Bottom strake of swash bulkhead plating cropped and part renewed for an area of 15 ft. x 10 ft. boundary angles and seven bulkhead stiffeners in way, cropped and part renewed.
 4 Vertical web shell frames cropped and part renewed for a length of approximately 10 ft. at upper ends.
No. 2 Centre Tank
 Top strake of after bulkhead plating renewed, full width of tank.

No. 2 Port Wing Tank:
 4 Vertical web shell frames cropped and part renewed for a length of approximately 10 ft. at upper ends.

No. 2 Starboard Wing Tank
 Deck beams Nos. 1, 2 and 3 from after bulkhead renewed.
 4 Vertical web shell frames cropped and part renewed, each for a length of 10 ft. at upper ends.

No. 3 Port Wing Tank:
 6 Deck beams, forward end of tank renewed.
 All cargo tanks tested, bulkheads, shell and decks in way examined and found satisfactory
 All access ladders to cargo tanks, reconditioned and placed in good order.
Main Mast
 Fore topmast stay renewed, together with turnbuckle, 6 shrouds renewed.
 Foremast 4 shrouds renewed.

Ventilators:
 All ventilator coamings and cowls placed in good condition.

Vessel examined as per Rule for Load Line Renewal and Load Line Certificate endorsed.

S.R. List, 129

New Port Bower Anchor now supplied and fitted.
 Four lengths of cable, starboard side, supplied, Jacksonville 12, '51, now examined, and found marked as follows: NACO L.R. 243930 Patent Links (Baldt) L.R. 243930

These items may now be deleted from S.R. List.

W.D. Wardle

