

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

MAR 1954

Writing Report Jan. 12th, 19 54 When handed in at Local Office 19 54 Port of Aruba, N.W.I.

Survey held at San, Nicholas, Aruba, N.W.I. Date. First Survey Oct. 24th. Last Survey Dec. 23rd, 19 53 (No. of Visits 16)

on the Machinery of the Wood, Iron or Steel Twin Screw "BESSO AVILA"

Gross Tonnage 3676 Vessel built at Haverton Hill on Tees By whom Furness S.B. Co. Ltd. When 1938 3

Net Tonnage 2161 Engines made at Newcastle By whom N.E. Marine Eng. Co. When 1938 3

Boilers, when made (Main) (Donkey)

Owners Cia. de Petroleo Lago. Owners' Address (if not already recorded in Appendix to Register Book.)

Boilers 2 Managers Port MARACAIBO Voyage

Donkey Boilers 2 If Surveyed Afloat or in Dry Dock (State name of Dock.)

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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100 A1	10.52	*IMC 1.50
ss Mob	1.50	BS 10.52
		TSOLD 10.52
		on 11.52
Carrying Petroleum in bulk.		
Fitted for oil fuel	13, 18 F.P.	
above 150° F.		

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and letters respecting this case.

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. No Damage

Has anyone else reported damage? If so, by whom? No

Did you personally go inside each Main Boiler separately and make a through examination at this time? yes

Did you personally go inside each Donkey Boiler separately and make a through examination at this time? no

What 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? -

When was the last internal examination of each boiler? November 9th, 1953

What was the present condition of funnel(s)? good

Did you examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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

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

Did you examine the drain plugs of the Main Boilers? yes, and of the Donkey Boilers? -

Did you examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers? -

Has the shaft now been drawn and examined? no Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? yes

Has the shaft now been changed? - If so, state reasons. - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft. - State the wear down in the shaft. 1/16 S. 1/16

Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? yes

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

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Were the propellers examined as per Rule, for Special Survey and Boiler Survey and Repairs.

Were the propellers placed on Slipway, propellers, outer ends of stern tubes and ship side fastenings examined, and placed in good order.

Were the discharge valves on and overboard discharge valves open up, cleaned, ground in, examined, found or placed in good order, valves coated internally, glands repacked and covers rejointed.

Were the Starboard Screw Shaft Weardowns checked, found P. 1/16" S. 1/16".

Were the Minor cracks in two propeller blades of both propellers repaired by veeing out and brazing?

Were the starboard stern glands, repacked.

Were the Thrust P and S opened up thrust collar and thrust shafts examined, thrust pads removed examined and found satisfactory, all replaced in good order.

Were the Shafting bearings opening: Line shafting bearings opened up, shaft and bearings examined, all found in good order.

Were the Lines, Port and Starboard:

Were the L.P. cylinder covers removed, pistons, piston rings and rods examined and all found in good order.

Observations, Opinion, and Recommendation: -

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 what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or 110 lb., FD, &c.)

3,34

The machinery of this vessel is in good safe working order and eligible in my opinion that the vessel should be surveyed and certified.

The vessel should be surveyed and certified, and the certificate should be made in the Register Book in the case of this vessel.

Surveyed and certified by W.D. Wardle, Engineer Surveyor to Lloyd's Register of Shipping.

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Section 23) Flerins £ 686.00

or Repair Fee (if any) £

(per Section 23.)

Fees applied for 1/7 19 54

Received by me,

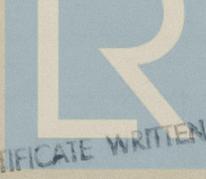
£ 30.00 ✓

TUESDAY 23 MAR 1954

+ Lmc ✓ 12.53

W.D. Wardle

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

012211 - 012220 - 0019 1/2

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

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

in good order.

H.P. I.P. and L.P. valve chests opened up, valves, valve chests and valve rods examined and found in good order, all parts replaced, adjusted as found necessary and all closed up in good order. H.P. I.P. and L.P. eccentric straps removed, sheaves and straps examined and found satisfactory. Port and Starboard Crosshead bearings opened up, crosshead and bearings examined, adjusted, closed up in good order.

Port and Starboard Engine main bearings and crank pin bearings opened up, crank shaft, journals, crank pins, and bearings examined all found or placed in good order, and adjusted, Top Half of No. 6 Main bearing of Port and Starboard Engine re:metaled. Starboard Engine H.P. and L.P. crank pin bearing re:metaled, Machined and bearings adjusted. Valve Gear: all valve gear examined re:conditioned as found necessary and placed in good order. Holdingdown Bolts: hardened up and examined.

Port and Starboard reversing Engines opened up, examined over all parts, found satisfactory and closed up in good order.

Port and Starboard Main Condensers opened up, tubes cleaned internally, examined internally and externally, tested and found or placed in good order. Water ends and covers cleaned, examined, coated and re:jointed. Attached Air Pumps: Port and Starboard pumps opened up, head valves, buckets and rods removed and examined. Head valve seats machined, all valve disks renewed together with defective valve studs springs. Port and Starboard Pump liners drawn, machined true and bucket rings renewed to suit new bore of liner, and all placed in good order.

Attached Bilge Pumps: Port and Starboard pumps opened up, buckets removed all valves removed and all parts examined and all placed in good order.

Port and Starboard Main Engine Manoeuvring valves, opened up re:conditioned, examined, tested and found in order.

Port and Starboard Main Circulating Pumps: Steam ends completely opened up all parts examined and all found in good order. Port Pump steam cylinder, steam piston, piston rings, valve chest, valve and valve rod, crosshead pin and bearing renewed. Starboard circulating Pump Engine steam cylinder and valve chest removed, cylinder re:bored, new piston installed together with new rings.

Upper Half of Impeller casings removed, impellers and shafts examined, found in order, sealing rings renewed and pumps closed up in good order.

General Service Pump steam and liquid ends completely opened up, all parts examined and all found or placed in good order. Liquid end liners renewed, plunger and plunger rings renewed, valve chest machined in way of delivery valves, false face fitted and delivery valve renewed.

Engine Room Ballest Pump: steam and liquid ends opened up, all parts examined and found or placed in good order. Ridges ground from liquid end liners and all plunger rings renewed, suction and delivery valve chests opened up, valve seats machined and valve disks renewed, pump re:assembled in good order.

Boiler Feed Pumps: Port and Starboard Pumps, steam and liquid ends, completely opened up, all parts examined, found or placed in good order. Ridges ground from water end liners and plunger rings renewed.

Fan Engines Forward and after Fan Engines opened up steam cylinders, pistons, valves, valve chest examined and found in order, Crank pin bearings, main bearings, crosshead bearings, examined, found satisfactory, adjusted and all closed up in good order.

Fuel Oil Service Pumps: Steam and liquid ends opened up, all parts examined and found satisfactory. Oil heaters tested and found in order.

Port and Starboard Generator Engines: Steam cylinders opened up, pistons, piston rods and rings examined. Valves, valve chests and valve rods examined, found or placed in good order. Crankshaft and all bearings examined and found satisfactory. Port generator engine governor valve and spindle renewed. Starboard generator engine governor valve spindle and springs renewed.

Steering Engine: steam cylinders completely opened up, pistons, cylinders, valves and rods examined and all found in order. Crankshaft bearings removed, journals examined, found in order and adjusted. Telemotot Gear examined, found satisfactory. Pinion shafts machined in way of bearings, renewed.

Anchor Windlass: steam cylinders opened up, pistons and rods drawn, examined, found in order and placed. Steam piston valves removed, valve and liners examined and replaced. Steam piston rings renewed. eccentric rod crosshead pins renewed. Control valve chest opened up, slide valve and spindle removed and examined, the slide valve machined bedded chest and replaced in good order. Main bearings, crank pin bearings and crosshead bearings opened up, crankshaft and bearings examined and all found satisfactory. Intermediate shaft and gypsy shaft bearings opened up examined and adjusted, starboard gypsy shaft bearing re:metaled. Port and starboard brake linings renewed.

Pumping arrangements examined bilge valve opened up, examined, found or placed in good order. One section of bilge suction line to port side Engine Room bilge, renewed. system tested under working conditions and found satisfactory.

Port and Starboard Boilers: examined internally and externally over all parts together with doors and fastenings, and found satisfactory. All boiler mountings opened up, valves ground in, examined and found or placed in good order, glands repacked and covers re:jointed. Port boiler main stop valve and starboard boiler auxiliary stop valve removed from shell, shell studs examined and found satisfactory. Furnaces calibrated and found in order. Safety valves adjusted under steam to allowable working pressure, Fuel oil system and steam smothering system tested under working conditions and found satisfactory.

W.D. Wardle

Rpt. 9a

Port of Aruba, N.W.I.

REC'D NEW YORK FEB 5 1954

Continuation of Report No. 1614

dated January 12th., 1954 on the

Main Steam Pipes from boilers to port and starboard main engine removed, examined internally and externally, tested at 360 p.s.i. found satisfactory and replaced.

Auxiliary Steam Piping tested at 360 p.s.i. and found satisfactory.

Boiler Feed Water Lines examined and tested in place to two and one half times the working pressure together with feed heater.

Electrical Equipment Port and Starboard generators, armatures and field coils cleaned, examined, megger tested found satisfactory and re:coated, all lighting circuits megger tested, all grounds removed as found necessary and all placed in good order.

Switchboard, switches and fuses examined and all found or placed in good order.

Generator examined under working conditions and governor adjusted.

Main Auxiliary Machinery steering engine and anchor windlass examined under working conditions and found satisfactory.

W.D. Wardle