

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

(Received at London Office 1 - FEB 1955
Port of TRINIDAD, B.W.I.)

Date of writing Report 24/1/55 When handed in at Local Office 19 Port of TRINIDAD, B.W.I.

No in Reg. Book. Survey held at Port of Spain, Trinidad Date. First Survey 21/1/55 Last Survey 24/1/55 19 (No. of Visits 3)

50288 on the Machinery of the ~~Woods, Irons or Steel~~ ^{Tw Sc.} S.S. ESSO AVILA

Age { Gross 3676 Vessel built at Haverton Hill-on-Tees By whom Furness, S.B. Co., Ltd., When 1938 Month 3
Net 2161 Engines made at Newcastle By whom NE. Marine Engine Co. When "
As Per Rule 318 Boilers, when made (Main) (Donkey) -
of Main Boilers 2 Owners Cia de Petroleo Lago Owners' Address -
" " 5130 Managers Port Maracaibo Voyage Maracaibo.
of Donkey Boilers - Managers Port Maracaibo Voyage Maracaibo.
Steam Pressure - ~~At anchor~~ At anchor
Main Boilers 180
Donkey Boilers -

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

HULL	MACHINERY
+ 100A1	+ IMCL 50 12.53
10.52 12.53	BS 10.52
SS Mbb. 1.50	TS CL SN 11.52 P 6.54

Particulars of Examination and Repairs (if any)
Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 those 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.

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.

Has 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No
If not, state for what reasons? - What parts of the Boilers could not be thus thoroughly examined? Externally under compo covering, etc. Internally in the tube area.

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?
What is the latest date of internal examination of each boiler? 22/1/55 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs per sq.in.
Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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? Yes and of the Donkey Boilers? -
Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?
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 screw bush.
Is electric light and/or power fitted? 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?
The parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Port and Starboard Main Boilers examined internally and externally, together with their mountings and all found or placed in good condition.

Safety valves adjusted under steam as indicated above.
Oil fuel installation generally examined and tested under working conditions.

Interim Cert. issued - copy attached.

General Observations, Opinion, and Recommendation:—
(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, etc.)

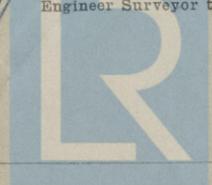
The machinery of this vessel is in good condition and eligible in my opinion to remain as Classed with fresh record of BS 1.55 (in red)

Survey Fee (per Section 23) \$125.00 Fees applied for, 19
Special Damage or Repair Fee (if any) £ : : Received by me, 19
(per Section 23.)
Travelling expenses (if chargeable) \$35.00

THURSDAY 10 FEB 1955

Assigned BB 1.55

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



Lloyd's Register Foundation

012211 - 012220 - 0024

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

As Confirmed required? If so, to be sent to

BS due 12.54 now held

It is submitted that this vessel is eligible for THE RECORD

BS 1.55

R

7/2/55



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