Rpt. 9.

No. 46347

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

(Received at London Office 16 FEB 1927)

Date of writing Report Feb 10th 1927 When handed in at Local Office 10/2/27 Port of Glasgow

No. in Reg. Book. 65627 Survey held at Glasgow Date, First Survey 26th Jan Last Survey 9th Feb. 1924 (No. of Visits 5)

on the Machinery of the ~~Wood~~, ~~Iron~~ or Steel S.S. CAMILLA GILBERT.

Tonnage { Gross 5658 / Net 3532

Nominal Horse Power 517

No. of Main Boilers 3 SB

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180

in Donkey Boilers ✓

Vessel built at Newcastle By whom Northumberland SB Co When 1920-4

Engines made at Newcastle By whom Palmers Co Ld When 1920

Boilers, when made (Main) 1920 (Donkey) ✓

Owners A/S. Gilberts Dampskibs Selskab Owners' Address (if not already recorded in Appendix to Register Book).

Managers W. Gilbert Port Bergen Voyage

If Surveyed Afloat or in Dry Dock Rotherhithe 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 expires.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.1 Shelter deck with freeboard 3.26. S.S. Stn No 1-23 Cargo battens not fitted in tween decks Fitted for oil fuel 4.20 F.P above 150° F		+ LM.C 12.23 T.S. 3.26 CL

Last Report No. Port Docking B.S.

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 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.

Do. " 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? ✓

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

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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? ✓

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 the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? ~~Not seen~~. 1/8."

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

The boilers with their doors, fastenings, mountings and safety valves examined throughout, and safety valves adjusted under steam as above.

Docking:- Vessel placed in drydock and outside fastenings of sea connections and fastenings of propeller and aft end of stern bush examined. Cast iron propeller blades found somewhat corroded at tips but still efficient

Repairs:- A new funnel has now been fitted

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

So far as seen, is in good working condition, and eligible, in ~~my~~ our opinion, to remain as classed with fresh record of B.S. 2-27

Survey Fee (per Section 28) B.S. £4.0.0 Fees applied for 12/2/1926

Special Damage or Repair Fee (if any) (per Section 28.) £ . . Received by me 14/2/1927

Travelling Expenses (if chargeable) £ . .

Robert Rae J. Nicholson

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 6 JAN 1928

Committee's Minute GLASGOW 15 FEB 1927

Assigned B/2.27

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

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

TO WRITE ACROSS THIS MARGIN. THE SURVEYORS ARE REQUESTED NOT

008839.008846.0297

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

B.T. due 4.26. Held funnel renewed

It is submitted that this vessel is eligible for THE RECORD. B.S. 2.27

L.V. 17/2/27

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.