

-9. AUG. 1961

Rpt. 9

Date of writing report 20.7.61 Received London 20.7.61 Port LONDON. No. 145423  
Survey held at CHARLTON No. of visits Three First date 5.7.61 Last date 17.7.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 06612 Name M.V. "CHARMO" SSX  
Owners Charrington, Gardner Locket (London) Ltd. Managers -  
Engines made 1960 By Blackstone & Co. Ltd., Gross tons 490 Date of build 4-1960  
No. of Main Engines 2 No. of Screws 2 Type 2 oil engs. 4 SA each 4 cy. 8 1/4" x 11 1/2" Reverse gear to sc. shaft.  
Records of Survey & Special Notations as per Register Book

No. of Main Boilers W.P. -  
No. of Aux./Donkey Boilers W.P. -  
Surveyed Afloat or in Dry Dock Both.  
Nature of Survey Dkg. & Mach. Repair.  
Was Damage Report issued? No Int. Cert.? Yes.  
Last Report (For Head Office only)

Hull	Machinery	
+A1 oil tanker - FP above	+LMC	4,60
150°F River Thames Service	TS OG	8,60
		8,60

Yes

Now 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.

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

DOCKING Propellers Good Wear Down of Stern Bushes 20/1000 Oil Glands Good Sea Connections -  
Fastenings Good Has Screwshaft/Tubeshaft been drawn? Yes Date of Examination 14.7.61 Has Shaft been changed? No  
Has Shaft now fitted been previously used? Has Shaft now examined fitted a continuous liner? No Approved oil gland? Yes.

- MAIN ENGINES (Recip. Steam or I.C.) ~~WORK~~ ~~SCABBED~~
- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides { Side, Centre
- 4 Crankpins & Bearings { Side, Centre
- 5 Journals & Bearings
- MAIN ENGINE DRIVEN AIR COMPRESSORS
- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices
- MAIN ENGINE DRIVEN SCAVENGE PUMPS
- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers
- 16 SCAVENGE BLOWERS
- 17 SUPERCHARGERS
- MAIN TURBINES
- 18 Casings, Rotors, Blading, Bearings & Thrusts
- 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
- 20 STEAM COMPRESSORS
- 21 CLUTCHES & HYDRAULIC COUPLINGS
- 22 REDUCTION GEARING
- 23 THRUST BLOCKS, SHAFTS & BEARINGS
- 24 INTERMEDIATE SHAFTS & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS This ship as now seen is eligible in my opinion to remain as classed with fresh record of TS-OG 7,61. Without special condition regarding the cast iron stern tube.

Date of Committee FRIDAY 25 AUG 1961  
Decision As above without spl. con.  
T5761

20/1/61 T. (MADE AND PRINTED IN ENGLAND)  
for Header

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K. G. KIRBY  
Foundation

If certificate is required state where 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 ..... 36 Lub. Oil Coolers ..... 37 Heaters (state service) .....
- 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 ..... 46 Fire Extinguishing Arrangements .....

AUXILIARY ENGINES (Identify by position) .....

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators .....			l Generators & Governors .....
b Exciters .....			
c Air Coolers .....			m Motors .....
d Motors .....			
e Air Coolers .....			n Switchboards & Fittings .....
f Control Gear, Cables, etc. ....			o Circuit Breakers .....
g Insulation Resistance .....			p Cables .....
h Insulating Oil Test .....			q Insulation Resistance .....
i Overspeed Governors .....			r Steering Gear Generators and Motors .....
j Magnetic Couplings .....			s Navigation Light Indicators .....
k Air Gap .....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN ..... AUXILIARY, DONKEY or PRESS .....

Superheaters .....

Safety Valves .....

Mountings, Doors & Fastenings .....

Safety Valves Adjusted to { Sat. ....  
Spt. ....

Boiler Securing Arrangements .....

Main Economisers ..... Exhaust Gas Heated Economisers .....

Steam Heated Steam Generators ..... Steam Generator Safety Valves Adjusted to .....

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

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? ..... Funnel .....

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)

CONDITION OF CLASS: Subject to the cast iron stern tube being renewed before the end of February, 1961.

NOW DONE: A new cast iron stern tube has been satisfactorily fitted. The stern tube stamped Lloyd's Test GMS 50 lbs/sq. 2.2.61. has been verified with Grimsby Certificate No. C.3978 copy attached. The screwshaft together with the oil gland, and stern tube bushes examined and found in good order. The alignment of the intermediate and screwshaft checked and found correct. It is submitted the above condition of class regarding the stern tube may now be deleted from the Special Reasons List.

Class is subject to: Stern tube being renewed by 3/61.  
 T.S.O.T. due 8/63, not held Docking, Repair  
 s/h. It was also dealt with & deleted.

It is submitted that this vessel is eligible for THE RECORD T.S.O.T. 7/61. without Condition.  
 127  
 23/8/61  
 LEAVE THIS SPACE BLANK

Survey fees ... ..

Damage fee ... ..

Expenses... ..

Date when A/c rendered .....