

-9. AUG. 1961

Rpt. 9

Date of writing report 20.7.61

Received London 20.7.61

Port LONDON.

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"
Owners Charrington, Gardner Lockett

Gross tons 490 Date of build 4-1960

Engines made 1960 By Blackstone & Co. Ltd.,
No. of Main Engines 2 No. of Screws 2

Port of Registry LONDON.
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
150°F River Thames Service	TS OG
8,60	4,60
	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.

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

STABEBOARD

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 special condition

20/11/61 T. (MADE AND PRINTED IN ENGLAND)
for Header

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K. G. KIRBY
Engineer Surveyor to Lloyd's Register of Shipping
Foundation

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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and various auxiliary equipment like Generators & Governors, Motors, Switchboards & Fittings, etc.

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 sterntube 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 sterntube may now be deleted from the Special Reasons List.

Class is subject to: - Stern tube being renewed by 3/61.
18.07. due 8/63, not held Docking, Repair
Sth. H. stern etc. as it is not to be deleted.

It is submitted that this vessel is eligible for THE RECORD 18.07.7/61. without condition.
LEAVE THIS SPACE BLANK
127 23/8/61

Survey fees
Damage fee
Expenses...
Date when A/c rendered