

Rpt. 9

Date of writing report 30.8.60.
Survey held at CHARLTON

Received London 1.9.60.
No. of visits 6

Port LONDON No. 1143605
First date 16.8.60. Last date 29.8.60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 90983 S.S. "CHARMO" Gross tons 490 Date of build 4-1950
Owners Charrington Gardner Locket Managers Port of Registry LONDON
Engines made 1960 By Blackstone & Co. Ltd., Stamford Type 2 Oil Eng. 4SA each 4cy. 8 1/4" x 11 1/2"
No. of Main Engines 2 No. of Screws 2 & SR reverse gear to sc shaft
No. of Main Boilers W.P.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat on blocks Both
Nature of Survey Condition of Class CS
Was Damage Report issued? - Int. Cert.? Yes
Last Report (For Head Office only)

Hull	Machinery
+A1 oil tanker FP above	+LMC 4.60.
150°F River Thames service	TSOG 4.60.
12.59.	

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 Satisfactory Oil Glands Good Sea Connections Not exd.
Fastenings Good Has Screwshaft been drawn? Yes Date of Examination 19.8.60. Has Shaft been changed? No
Has Shaft now fitted been previously used? - Has Shaft now examined a continuous liner? No Approved oil gland? Yes

MAIN ENGINES (RECIPROCATING) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods No. 4 Good No. 1 Good
2 Valves & Gears No. 4 Good No. 1 Good
3 Connecting Rods, Top Ends & Guides No. 4 Good No. 1 Good
4 Crankpins & Bearings No. 4 Good No. 1 Good
5 Journals & Bearings No. 4 & 5 Good No. 1 & 2 Good

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

SCAVENGE BLOWERS
16
SUPERCHARGERS
17

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 & MANŒUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel in my opinion is in efficient condition and eligible to remain as now classed and to have the record of CS with date when the survey has been completed and TSOG 8.60. now, subject to the stern tube being renewed before the end of February, 1961 (6 months limit)

Date of Committee THURSDAY - 3 NOV 1960
Decision As above subject TSOG 8.60.

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).....

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

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

MAIN.....

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)

The Owners Superintendent stated that they desire this vessel's machinery to be regarded as a CS case.

Please refer to 1st Entry Report No. 142598 also to the London Surveyors letter dated 25th March, 1960 to the Secretary in which it was stated that it had been recommended that this vessels stern tube be renewed before the end of September, 1960.

NOW DONE

A new cast iron stern tube marked "LLOYD'S MCH 4.8.60. 10 30lbs JWC" was delivered to the Owners.

Vessel placed on blocks, screwshaft drawn in, stern tube removed and preparations made to fit the new stern tube.

A broad area of deep porosity extending about one third of the circumference was found on the machined surface which fits in the stern frame and adjacent to the collar.

In addition the bore of the new tube was such that when the existing brass and white metal stern bush was removed from the old stern tube it was found excessively slack in the new stern tube.

Survey fees CS £7.0.0. Continued/....

TSOG £3.0.0.

Repair £21.0.0.

~~Repair~~ fee

Expenses... £1.10.0.

Date when A/c rendered

24 OCT 1960

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