

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

(Received at London Office 19 JUN 1945)

Date of writing Report 12-1-45 When handed in at Local Office 12-1-45 Port of NEWCASTLE-ON-TYNE

No. in Survey held at 11330 on the Machinery of the Wood, Iron or Steel S. M.V. CAMROUX I

Date. First Survey 15-3-45 Last Survey 29-5-45 (No. of Visits 14)

Tonnage Gross 324 Vessel built at Faversham By whom J. Pollock & Sons' Rd. When 1934 Month 12

Net 151 Engines made at Glasgow By whom British Polar Engines Rd. When 1945

Nominal 79 Boilers, when made (Main) (Donkey)

No. of Main Boilers Owners Newcastle Coal Shipping Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers Port London Voyage Coastway

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Both - Blyth D. & S. B. Co. Ltd. (State name of Dock.)

in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking - CS & Machinery Alterations

(Periodical Surveys, when held, must be reported in detail and serially 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?

Donkey

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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?

State latest date of internal examination of each boiler Present condition of funnel (if) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

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? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Yes. Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes.

Has shaft now been changed? Yes. If so, state reasons Fractured at top of cone. Has the shaft now fitted been previously used? No Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 1-5-45 State the wear down in the stern bush Close fit

Is electric light and/or fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

To complete the Survey for record + LMC CS (with date) the following require to be examined: Port Auxiliary Engine and Air Compressor - Shaft and Dynamo Engine - Both Starting Lin Reservoir and the Electrical Installation

Now Done for Docking - CS. And Machinery Alterations:- Vessel in Drydock - Examined:- Propeller - after end of stem tube with gland - Screw shaft drawn in - Sea locks & Valves, Ballast Pump & Wandlass opened up, - Pumping Arrangements.

The Wadrop Diesel Main Engine removed and the Engine seating top plates altered as per attached Plan (see Hull Report for details). A new 4 Cylinder 2 S.C.S.A. British Polar Diesel Engine of the Makers M. 441 type having particulars as recorded in the attached British Corporation Register Report - installed together with new intermediate bottom shaft and bearing (copy of Approved Plan & forging report attached).

In accordance with the Secretary's letter of the 6th April 1945, the above new Engine opened out and the following parts examined:- Cylinders & Heads & Valves - Pistons and rods with their top and bottom end bearings - Gudgeons - crank & thrust shafts with bearings - Scavenge Pump - Air Compressor and water

General Observations, Opinion, and Recommendation:- The Machinery of this Vessel - is eligible in my opinion -

(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, BS 9,11, B&MS 9,11 + LMC 9,11 or + LMC 140 lb., FD, &c.)

to remain as classed with fresh record + LMC CS (with date) on completion of the Survey and to have notations + NE fitted 5-45 and TS OG. (new) 5-45

Survey Fee (per Section 29) £ : : Fees applied for

Special Repairs or Repair Fee (if any) £15 0 0

Travelling expenses (if chargeable) £ : : Received by me,

LICENCE CASE. No 8241.

Committee's Minute

Assigned

TUES. 18 SEP 1945

See Note 103058

John E. Martin

Engineer Surveyor to Lloyd's Register of Shipping.

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circulating pumps.

The crankshaft lifted and its dimensions and bedding in, together with the Vertical and Longitudinal alignment of the Engine checked.

Brinell tests taken from the crankshaft and its average Hardness Numerical. Obtained viz. - 135 (approx 306 lbs./sq. in.).

The cylinder jackets & covers and all new pressure piping examined under hydraulic test and found satisfactory.

The Spare Gear checked and found in accordance with Rule Requirements.

Repairs:- The Screw Shaft - fractured at top of cone - renewed. The new shaft made shorter (as per copy of Approved Plan) to suit new Engine - forging report attached.

Ballast Pump - buckets rods & liners excessively worn - renewed. Stem Bush - false face - renewed.

NOTE:- The Propeller has been changed, and a solid bronze propeller substituted - previously used when the Vessel was fitted with a Denny Buxel main engine (Dia 5'-9").

The calculation for H.P. is based on an M.I.P. of 44.5 as per the Secretary's letter of 10th April 1945 addressed to Messrs Birk, Gordon & Rogers.

On completion of the foregoing alterations & repairs satisfactory basin & sea trials were witnessed

G.S.M.



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