

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

(Received at London Office 8 SEP 1837)

Date of writing Report 3rd Sept. 1937 When handed in at Local Office 8 SEP 1937 Port of London

No. in Reg. Book. 22103. Survey held at Faversham Date, First Survey 8 June Last Survey 30 Aug 1937 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S.S. CAMROUX 1.

Tonnage Gross 323. Net 184. Vessel built at Faversham By whom J. Pollock & Co. Ltd. When 1934-12.

Nominal Horse Power 48. Engines made at By whom (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

If Surveyed Afloat or in Dry Dock Afloat. Faversham

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 for renewal. Machinery and Boiler Surveys (including date of N.B., if any).

+ 100 H.P. 10,36. + L.M.C. 12.34 T.S.(O.S.)

air Eng.

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details 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.

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

as 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 " " " "

this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

So 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.

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

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? , 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 screw shaft now been drawn and examined? 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?

Has shaft now been changed? 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 date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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.

Please Düsseldorf Rpt No. 118.167 1st Entry on Engine.

How done:- Main Engine installed in accordance with the requirements of the Rules. Pumping arrangements altered in accordance with the approved unaltered plan. Safety valves fitted to cylinder heads.

New screw shaft (plain) fitted together with new oil gland. Mark on shaft: 440425 H.A.G. 8.6.37. 2642. D.H.L.S. 18.4.37.

On completion machinery tested under full working conditions & found satisfactory.

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

is eligible in my opinion to remain as classed & to have a fresh record of + N.E. 8.37. T.S. O.S. new 6.37.

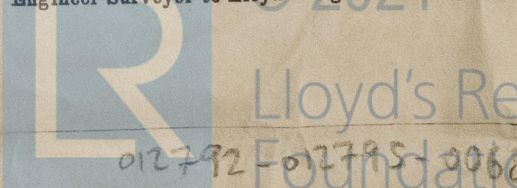
Survey Fee (per Section 20) £ 66-00 Fees applied for 19 SEP 1937

Special Damage or Repair Fee (if any) £ : : Received by me, 1/10/37

Travelling expenses (if chargeable) £ 2-11-0

Committee's Minute FRI 1 OCT 1937 + N.E. 8.37 Assigned S(n) 6.37

J. P. Garnett
Engineer Surveyor to Lloyd's Register of Shipping.



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

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