Rpt. 9.

No. 104,848

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

(Received at London Office 8 SEP 1937)

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. M.V. CAMROUX I.

Tonnage { Gross 323. Net 184.

Nominal Horse Power { 48.

No. of Main Boilers ✓

No. of Donkey Boilers ✓

Steam Pressure— Main Boilers ✓

Donkey Boilers ✓

Vessel built at Faversham By whom J. Pollock Sons & Co. Ltd. When 1934-12.

Engines made at By whom When

Boilers, when made (Main) – (Donkey) –

Owners Newcastle Coal & Shipping Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port London. Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.) afloat. Faversham

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of 1st Survey and of Periodical Surveys.	Years assigned now extend.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.1 10.36.		+ L.M.C. 12.34
		T.S. (O.S.)
		oil Eng.

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

Particulars of Examination and Repairs (if any) New Engine.

Periodical Surveys, when held, must be reported in detail and seriatim 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 has 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 this was not done, state for what reasons? ✓

And 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? ✓

Date latest date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

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? yes If so, state reasons New Engine fitted

Has the shaft now fitted been previously used? no Has it a continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes.

State date of examination of Screw Shaft 8. 6. 37. State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft close.

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

Is electric light and/or power 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.? no.

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

Please Dusseldorf Rpt No. ~~178~~ 167 1st Entry on Engine.

How done:- New Engine installed in accordance with the requirements of the Rules. pumping arrangements altered in accordance with the approved modified plan. Safety valves fitted to cylinder heads. New screw shaft (plain) fitted, together with new oil gland. Mark on shaft: LLOYDS H.A.C. 18. 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 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.

(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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

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

Survey Fee (per Section 29) £6 6 : 0.

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £2 : 11 : –

Fees applied for 19 SEP 1937

Received by me, 1/10/37 19

FRI 1 OCT 1937

Committee's Minute + N.E. 8.37

Assigned S(n) 6.37

H. P. Garnett

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
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