

26 FEB 1962

Rpt. 9

Date of writing report 1st Feb. 62

Survey held at Cadiz

Received London

No. of visits 6

Port Cadiz

First date 7-12-61

No. 3241

Last date 12th January 62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05670 S.S. CAMPERO
Owners Cia. Arrendataria del Monopolio Managers de Petroleos S.A.
Engines made 1934 By Echevarrieta y Larrinaga
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers nil W.P. ---
No. of Aux./Donkey Boilers 2 W.P. 150 lb
Surveyed Afloat or in Dry Dock both
Nature of Survey CS, Dkg. ABS.
Was Damage Report issued? no Int. Cert.? yes
Last Report (For Head Office only)

Gross tons 6382 Date of build 1934-5
Port of Registry Malaga
Type 4cyl 2SA oil engines direct coupled

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
+100A1 oil tanker		+LMC	
SS (Dr)	10-60	ES	10-60
DS	8-60	ABS	7-60
		TS cl	7-60 (P & S)

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 3.5 P, 4 mm S Oil Glands none Sea Connections good
Fastenings good Has Screwshaft Tubeshaft been drawn? no Date of Examination --- Has Shaft been changed? no
Has Shaft now fitted been previously used? --- Has Shaft now examined/fitted a continuous liner? --- Approved oil gland? ---

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods		Nos 3 and 4:-Good
2 Valves & Gears		Nos 3 and 4:-Good
3 Connecting Rods, Side		
Top Ends & Guides	Centre All:-Good	All:-Good
4 Crankpins & Bearings	Side	
	Centre All:-Good	All:-Good
5 Journals & Bearings	All:-Good	All:-Good

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods	Good	Good
7 Connecting Rods & Top Ends	Good	Good
8 Crankpins & Bearings	Good	Good
9 Journals & Bearings	Good	Good
10 Coolers & Safety Devices	Good	Good

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

SUPERCHARGERS

MAIN TURBINES

16 Casings, Rotors, Blading, Bearings & Thrusts

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

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this vessel, so far as now seen, is in good condition, and is eligible in my opinion to remain as classed, and to have record of CS (with date) on completion of survey, subject to the furnaces of both auxiliary boilers being renewed before the end of July 1961.

Have Main Engines been tested working and manoeuvring?

MONDAY 12 MAR 1962

Date of Committee

Decision

Deferred for comp. ABS.
Inspected

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

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John Douglas
Engineer Supervisor to Lloyd's Register of Shipping
Foundation

013671-013677-0055

SW (Badiz ltr 2/4/62)

32 Essential Independent Pumps (Identify by position) Independent circulating pump:-Good

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 Good

AUXILIARY ENGINES (Identify by position) Port and starboard auxiliary engines, with injection air compressors complete:- Good

PROPULSION		ELECTRICAL EQUIPMENT	
		PORT	STARBOARD
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 AUXILIARY, DONKEY or PRESS Port and Starboard

20-12-61, see below

Superheaters none

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to { Sat. 8 kg/cm², see below.

{ Spt. none

Boiler Securing Arrangements good

Main Economisers none Exhaust Gas Heated Economisers none

Steam Heated Steam Generators none Steam Generator Safety Valves Adjusted to ---

Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes Forced Circulating Pumps none

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? none Funnel good

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 four furnaces of the auxiliary boiler found severely distorted. These furnaces appear to have been faired at some previous time(s) and fitted with welded reinforcing rings. The reinforcing rings were buckled and in some places detached from the furnace. All furnaces now faired, new reinforcing rings fitted. It is recommended that the furnaces be renewed not later than the end of July 1962, and in the meantime the working pressure of the boiler is not to exceed 8 kg/cm², to which pressure the safety valves of both port and starboard boilers have been adjusted. The boilers are considered to be in a safe and efficient condition meantime for working at this reduced pressure.

Repairs effected. Port main engine Nos 4 and 6 main bearings remetalled, Nos 1 and 4 top end bearings remetalled. Injection air compressor HP piston renewed. Starboard main engine:- Nos 1, 2, 3 and 4 bottom end bearings, remetalled. Injection air compressor HP piston renewed. Sundry mabr repairs also effected

A.B.S. (due 7.61) now held.
Docking, and C.S.1 advanced, commenced
It is submitted that this vessel is eligible for THE RECORD. HBS 1.62 when the furnaces of both boilers have been renewed and not later than end of 7.62. Working pressure in meantime not to exceed 8 kg/cm².

LEAVE THIS SPACE BLANK
The Surveyor should be requested to confirm that the Owner wish to have the machinery on a C.S. basis.

Survey fees CS 12,500 ptas
ABS - 3840 ptas

Damage fee ...

Expenses... 960 ptas

Date when A/c rendered 19-2-62

