

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

(Received at London Office)

-3 SEP 1936

Reporting Officer 20th August 36 When handed in at Local Office 20th August 1936 Port of Barcelona
 Survey held at Barcelona Date, First Survey 7th July Last Survey 19th August 1936
 on the Machinery of the Wood, Iron or Steel TWIN S.C. "CAMPEADOR"
 Gross 7932 Vessel built at Bilbao By whom Cia. Euskalduna de Constr. When 1932. 7.
 Net 4412 Engines made at Angsburg. By whom M.A.N. When 1932.
 Boilers 755 Boilers, when made (Main) (Donkey) 1932.
 Owners C.A.M.P.S.A. Owners' Address Port Santander Voyage Port Arthur, Texas.
 Managers ✓ If Surveyed Afloat or in Dry Dock Barcelona.
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER OF SPECIAL SURVEY	Year and date of last survey and of Periodical Surveys.	Machinery and Boiler Survey (including date of N.B. if any).
+100 A1.	10.35.	+LMC 7.32
		@W. 10.35.

Carrying petroleum in bulk. Oil. Eng.

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) LMC(CS) & BS.
 Surveys, when held, must be reported in detail and acrimony in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on machinery (the cause of which must be stated) should be separated from repairs due to other causes; and the details in the body of the report, should be briefly summarized at the end of the report. State also the initials of any letters respecting this case. H.S. 5.36, 30.6.36.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined ✓
 Has a special damage report been 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 done, state for what reasons? ✓
 Which 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 the date of internal examination of each boiler Port 17/7/36 Stbk 6/8/36. Present condition of funnel(s) Good.
 Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 150 lb sq. in.
 Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? 7 1/2
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? 7 1/2
 Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? 7 1/2
 Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? 7 1/2
 Has the shaft now been drawn and examined? No 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? No
 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/22 P.S.
 Are electric light and/or power fitted? ✓

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done
 I examined the following for LMC(CS):—
main motor, All cylinders, liners, pistons, piston rods, covers, valves and gears: No 2, 6 & 7 port and No 1, 5, 6 & 7, Starboard crossheads, top ends and connecting rods. Port Starboard intermediate shafting.
Port & Starboard auxiliary motors and air compressors throughout. Steam driven air compressor & engine throughout. All pumps and pumping arrangement. Electric lighting installation examined and tested as per Rules.
Repairs No 7 Port & No 4 & 7 Starboard main liners renewed for circumferential cracks way of lower parts. No 2 Port lines renewed in March last now specially examined & found in order. Starboard auxiliary air compressor jacket 1st stage found cracked now repaired by electric welding, re-reinforced by tee rods and satisfactorily tested to 100 lb sq. in. hydraulic pressure. Independent circulating pump bucket rings renewed.
 General Observations, Opinion, and Recommendation:—
 The machinery of this vessel, as far as now seen, is in safe working condition in my opinion, is eligible to remain as classed and to have fresh records of LMC(CS) with dates when the Survey has been completed and BS 8.36.
 There is a limitation list against No 2 port lines to be deleted.

Fees applied for	£ 400
20.8.1936	£ 250
16.9.36	£ 180
Received by me,	£ 23
14.10.1936	

Signature of Engineer Surveyor
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 15 SEP 1936
 Signed Maxwell Deferred
DBS 836

FRI 6 AUG 1937
 FRI 13 AUG 1937
 FRI 27 AUG 1937
 Lloyd's Register Foundation

OIL ENGINE CONTINUOUS SURVEY
 SEE LIMITATION LIST.

112
 WS16-0009

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

TWIN S. "CAMPEADOR"

New bronze ~~at~~ valve chambers fitted to main engine circulating pumps port and starboard. Port generator armature rewired. Four electric cables for navigation lights and indicators between poop front and bridge renewed and four between bridge and forecastle for forward lighting renewed. Main & foremast light cables renewed. All satisfactorily megger tested on completion. Sundry other minor repairs carried out and main and auxiliary machinery thoroughly overhauled.

Vessel placed in dry dock, propellers and underwater fastenings examined: wear down as noted. Port propeller (bronze) blade tips found slightly bent, now removed, filed and refitted.

Both auxiliary boilers examined internally and externally with their safety valves, doors and mountings and their safety valves adjusted under steam as above.

Work was held up on this vessel owing to the Revolution and on resumption, the vessel being urgently required, time did not permit of the outstanding items to complete the MS being dealt with.

Copy of Interim Certificate B1 (CS) Spec. forwarded herewith.

[Signature]

RETAIN

2/2
6000-91SM

