

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

-3 SEP 1936

(Received at London Office)

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
(No. of Visits 11)
on the Machinery of the Wood, Iron or Steel T.W.N. S. "CAMPEADOR"
Gross 7932 Vessel built at Bilbao By whom Cia. Enskaldina de Constr. When 1932. 7.
Net 4412 Engines made at Angsburg. By whom M. A. N. When 1932.
755. Boilers, when made (Main) (Donkey) 1932.
Boilers ✓ Owners C. A. M. P. S. A. Owners' Address Port Sanlúcar Voyage Port Arthur, Texas.
Boilers 2. Managers ✓ If Surveyed Afloat or in Dry Dock Barcelona.
Boilers ✓ (State name of Dock.)
Boilers 1500 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Year assigned and new or repaired.	Machinery and Boiler Surveys.
* for Special Survey Date of last Survey and of Periodical Surveys.		(including date of N.B., if any).
+100 A1. 10.35.		+LMC 7.32 @L. 10.35.

Report No. Port
Particulars of Examination and Repairs (if any) LMC(CS) & BS.
Surveys, when held, must be reported in detail and acriation in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any detailed 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. 15.5.36, 30.6.36.
cases where the Surveyor has not made a special damage report he is required to state whether he his services for this purpose, and why they were declined ✓
damage report made by anyone else? If so, by whom? ✓
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓
" Donkey " " " Y.S.
not done, state for what reasons? ✓

parts of the Boilers could not be thus thoroughly examined? ✓
special means, in the absence of internal examination, were adopted by the ✓
to assure himself of the thorough efficiency of those parts of each Boiler? Port 17/7/36 Stbk 6/8/36.
date of internal examination of each boiler Present condition of funnel(s) Good.
Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 150 lb sq. in.
Surveyor examine the Safety Valves of Donkey Boiler? Y.S. To what pressure were they afterwards adjusted under steam? 150 lb sq. in.
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? Y.S.
Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? Y.S.
Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? Y.S.
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? ✓
now been changed? ✓ If so, state reasons ✓
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? ✓
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 1/32 P.S.
gine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Y.S.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done
made the following for LMC(CS):—
in 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.
T & 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 rule.
Repairs No 7 Port & No 4 & 7 Starboard main liners renewed for circumferential cracks
way of loose joints. No 2 Port liner renewed in March last now specially examined
& found in order. Starb. auxiliary air compressor jacket 1st stage found cracked now
laid by electric welding, re-reinforced by tie rods and satisfactorily tested to
1000 lb hydraulic pressure. Independent circulating pump bucket rings renewed.
(Please see followes)

General Observations, Opinion, and Recommendation:—
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.)
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.
serve in limitation list against No 2 port lines to be deleted.

Fee (per Section 20) <u>18</u>	£ <u>4.00</u>	Fees applied for <u>20.8.1936</u>
Damage or Repair Fee (if any) <u>35</u>	£ <u>1.80</u>	<u>15 953-</u>
Printing expenses (if chargeable) <u>23</u>	£ <u>23</u>	Received by me, <u>14.10.1936</u>

Robert Jones
Engineer Surveyor to Lloyd's Register of Shipping.

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

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

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 renewed, 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.

Robert Jones

2/2

6000-91,SM