Rpt. 9.

No. 90116

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

(Received at London Office 20 MAY 1933)

Date of writing Report ..... 19 ..... When handed in at Local Office 16th May 1933 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 39914 Survey held at Newcastle Date. First Survey and Last Survey 16th May 1933 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "CAMILLO"

Tonnage { Gross 5135 / Net 3149 } Vessel built at Newcastle By whom Armstrong Whitworth & Co. When 1908. 10

Engines made at " By whom Wallsend Slipway Co. When "

Nominal Horse Power 438 Boilers, when made (Main) 1908 (Donkey) "

No. of Main Boilers 3 S.B. Owners Bear Creek Oil Shipping Co. Owners' Address (If not already recorded in Appendix to Register Book.)

No. of Donkey Boilers " Managers C. T. Bowring & Co. Port Liverpool Voyage Laid up

Steam Pressure— in Main Boilers 180 lb. If Surveyed Afloat ~~or in Dry Dock~~ (State name of Dock.) N. Dunston Buoys

in Donkey Boilers "

Last Report No. 7423 Port Fal

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠ 100 A1 4.31		✠ LMC
SS Twoch 3 6.19		MS 9.27
SS Ale 1 2 -27		BS 9.30
		CL 6.30
Carrying Petroleum in bulk		
Fitted for oil fuel 10.08		
✠ P above 150° F		

UNDERTAKING CASE

Particulars of Examination and Repairs (if any) from Exam Boiler

(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 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? Part.

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? not adjusted

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? Yes, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? –, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? No, and of the Donkey Boiler?

Has screw 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?

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 the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Vessel afloat.

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

As per Secretary's letter 10.5.33

How done:- The 2 forward main boilers examined internally & also on fire side of furnaces & combustion chambers.

The after boiler which has remained full of water for some considerable time but not under steam was examined on fire side of furnaces & combustion chambers only. No mountings were opened up.

So far as could be seen the boilers appear to be in order & well preserved.

The vessel remains laid up indefinitely & it is stated that steam will not be raised in the boilers before the vessel is commissioned

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

The above is reported for the information of the Committee

Survey Fee (per Section 29) ½ B.S. fee £2 : – : –

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

Travelling expenses (if chargeable) £ : :

Fees applied for 19 MAY 1933

Received by me, 26.5 1933

F. J. Stoddart

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 26 MAY 1933 FRI. 8 DEC 1933 TUE. 13 FEB 1934

Assigned Deferred for 2d & 3 Mts Deferred To be written

W563-0190

[illegible] of Case

Orders generally examined.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Submitted action be deferred.

JSA

23/5/33

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.