

Rpt. 9

Date of writing report 11/1/60.

Received London

Port HULL.

No. 6533

Survey held at Hull.

No. of visits 3.

First date 5/1/60.

Last date 8/1/60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05595 Name S.S. "CAMILLA" (Trawler).

Gross tons 452 Date of build 1937.

Owners Henriksen & Co.Ltd.

Managers -

Port of Registry Hull.

Engines made Mdb. By Smith's Dock Co.Ltd.

Type Triple Expansion.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 W.P. 225 lb.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both.

Nature of Survey D.S., TS & MBS.

Was Damage Report issued? No. Int. Cert.? Yes.

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
*100A1 trawler 2,59	*LMC 10,58
s.s.10,58	MBS 10,58
	TSCL 10,58
	SPS 10,58

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 Rewooded. Oil Glands Sea Connections
Fastenings Good. Has Screwshaft Taper been drawn? Yes. Date of Examination 5/1/60. Has Shaft been changed? Yes.
Has Shaft now fitted been previously used? Yes. Has Shaft now examined/fitted a continuous liner? Yes. Approved oil gland?

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

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side
Centre
4 Crankpins & Bearings Side
Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

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

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 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 & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this vessel so far as now seen, is eligible in my opinion, to remain as classed with fresh record of T.S.1,60, MBS 1,60 and without condition regarding Tailshaft liner at cone.

THURSDAY 28 JAN 1960

Date of Committee

Decision

MBS 1.60 without spl c dn
TS 1.60

40m,4,57. T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping

002659-002666-0056

32 Essential Independent Pumps (Identify by position)
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

AUXILIARY ENGINES (Identify by position)

Table with 4 columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT, AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, Insulation Resistance, Steering Gear Generators and Motors, Navigation Light Indicators.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Good. 6/1/60.
Superheaters Good.
Safety Valves Good.
Mountings, Doors & Fastenings Good.
Safety Valves Adjusted to Sat. 225 lb. Spt. 225 lb.
Boiler Securing Arrangements Good.
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Coal fired.
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Yes. 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? Yes.

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)

CONDITION OF CLASS:- T.S. at cone to be examined at 8,59.

NOW DONE:- Tailshaft now replaced with ships spare tailshaft. This tailshaft specially examined and found in order before fitting. Numbered as follows:- J.A.C. Lloyd's Sept.18th 1951.

The above items can now be deleted from the S.R.L.

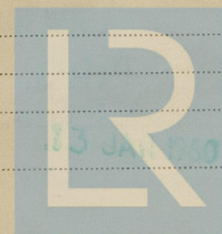
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Survey fees T.S. £5. MBS. £10.

Damage fee

Expenses...

Date when A/c rendered



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