

Rpt. 9

Date of writing report 20-9-62
 Survey held at Barcelona

Received London
 No. of visits 6

Port BARCELONA No. 7640
 First date 16-8-62 Last date 6-9-62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 55849 S.S. "CAMPOSINES" Gross tons 6170 Date of build 1923-6
 Owners CAMPSA Name M.V. Managers Port of Registry Cadiz
 Engines made 1923 By Wallsend Slipway Type 2 steam turbines
 No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers 2 SB W.P. 220 lbs
 No. of Aux./Donkey Boilers - W.P.
 Surveyed Afloat or in Dry Dock afloat
 Nature of Survey MBS - Rep
 Was Damage Report issued? Int. Cert.? yes
 Last Report (For Head Office only)

Hull	Machinery
+100A1 Oil Tanker	+IMC 9,59
DS 11,61	MBS 11,61
SS (Dr) 9,59	TS CL 9,60
Reclassified 9,59	sps 9,59

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 5.5 mm Oil Glands - Sea Connections -
 Fastenings good Has Screwshaft/Tubeshaft been drawn? no Date of Examination - Has Shaft been changed? -
 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
- 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

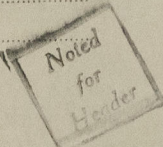
MAIN TURBINES

- 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?
 The machinery of this vessel so far as now seen is in good and safe working condition and eligible in my opinion to remain as classed with fresh record of MBS 9,62.

OPINION OF MACHINERY AND RECOMMENDATIONS

Date of Committee MONDAY 15 OCT 1962
 Decision as now MBS 9,62



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, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, and Air Gap.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN P & S 21-8-62 good
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves good
Mountings, Doors & Fastenings good
Safety Valves Adjusted to Sat. 220 lbs
Spt.
Boiler Securing Arrangements good
Main Economisers
Exhaust Gas Heated Economisers
Steam Heated Steam Generators
Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? 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)
REPAIRS. Starboard Boiler - Inboard combustion chamber, found signs of leaking and heavy caulking in way of connection of lower side of tube plate and furnace flange at starboard side. Lower side of tube plate cropped and defective portion including flange joining starboard side plate removed. Furnace flange in way dressed up. A new piece of plate hot forge flanged fitted. Butts welded and seam to side plate and furnace flange connection riveted. Approx 30 defective rivets in way of furnace flange connection to tube plate in outboard and centre combustion chambers renewed. Port Boiler Approx 50 defective rivets in way of furnace flange connection to tube plate in centre and inboard furnaces renewed. Approx 18 plain smoke tubes renewed in P & S boilers. On completion of repairs P. and S. boilers tested hydraulically to the pressure of 235 p.s.i. and all found tight. Windlass - Steam cylinder body renewed. Identification marks as follows: Lloyd's Cdz. No 1774 PH 15 kgs 2-9-59. Surveyors stamp indecipherable. Windlass examined under working conditions and found good.

LEAVE THIS SPACE BLANK

Survey fees MBS 3.960.-
Repairs 2.500.-
Damage fee
Expenses... 180.-
Date when A/c rendered 20-9-62