

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)

Received London

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

14/6/65

Ship's Name SS/MS "CAMPERO"
 Gross tons 6382 Port of Registry Malaga Port Barcelona
 Date of build 1934 Is there a rpt. 8? yes Rpt. No. 8258
 No. of visits 54 First date 17-10-64 Last date 28-4-65
 Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? Last rpt. (H.Q. only) 002 3504
 Date of completing rpt. 22-5-65 Surveyed at, if different from Port above
 Is a rpt. 9B attached? yes MN 1870 Nature of survey ES-TS-ABS-Repairs
 Survey fees ES 33.220.- Damage fee Expenses 2.160.-
 ABS 4.840.-
 TS 4.400.-
 Repairs 30.000.- 2.70% tax 1.956:- S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers, pistons & rods P & S Nos. 1,2,3,4 good
 2 Valves & gears P & S Nos. 1,2,3,4 good
 3 Con. rods, cross-heads, bearings & guides centre P & S Nos. 1,2,3,4 good Side
 4 Crankpins & bearings centre P. Nos. 1,3,4 + No 2 good S. Nos. 1,2,3 + No 4 good Side
 5 Journals & bearings P & S Nos. 1,2,3,4,5 good

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods P & S good 7 Con. rods, cross-heads & bearings P & S good
 8 Crankpins & bearings P & S good 9 Journals & bearings P & S good
 10 Coolers & safety devices P & S HP, MP, LP good (tested to 120-15-7 kgs/cm²)

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers, pistons & rods P & S good 12 Con. rods, cross-heads & bearings P & S good
 13 Crankpins & bearings P & S good 14 Journals & bearings P & S good

MAIN TURBINES (State Port—P or Starboard—S)

15 Casings, rotors, blading, bearings, & thrusts 15 Levers

17 Reduction gearing
 18 Scavenge blowers 19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of TS(CL)P.4,65 and S (n)4,65 ABS 1,65 and ES with date when the survey has been completed, subject to Port main engine crankshaft Nos. 1,3,4 and Starboard main engine crankshaft Nos. 1,2,3 crankpins to be specially examined for suspected cracks, crack detected and alignment checked by the end of July 1965 (3 months limit) and starboard main engine crankshaft being renewed by January 1966 and starboard aux. engine Metalocked bed plate to be specially examined by October 1965.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 13 JUL 1965

C. Uriarte F. Rodrigo

Minute

Deferred for comp ES
 TS (Port) 4.65 TS (std) (N) 4.65
 ABS 1.65 subject

013671-013677-0024 1/2

ALSO FOR

SPL FOR

NOTED BY CESR

SRL

POSTING

HEADER

CERT

Lloyd's Register Foundation

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled. This need not be done when the machinery is on a continuous survey basis. When any part has been subject to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings	P & S good	State Port P. or Starboard S.
22	Steam compressors	23	Intermediate shafts & bearings	P & S all good	
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)	good (tested to 1 kg)	
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans	good	
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	P&S good ³² Detuner or vibration damper	

33 Main engine driven pumps P & S OF injection & bilge all good

34 Crankcase doors & explosion relief devices - 35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle) yes

36 Essential independent pumps Port fore & aft OF burning system. Port fore & aft feed water. Starboard ford inboard & outboard bilge. Port ford fire extinguishing. Por & starboard OF transfer. Ballast. Por & starboard lub oil. Ballast & OF transfer and fire extinguishing both placed in ford pump room. All good.

37 Bilge, ballast & oil fuel suction lines, fittings & controls good 38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? yes good

39 Fresh water coolers - (for boiler) 40 Lub. oil cooler good (tested to 5 kg)

41 Heaters (state service) F&A OF good (tested 30 kg) 42 Feed water filter good

43 Auxiliary air receivers & safety devices S. inboard & outboard (blast) good (tested to 120 kgs) 44 Starting air pipes good

45 Main air receivers & safety devices P&S (starting) S. inboard & outboard (blast) good (tested to 120 kgs)

46 Independent air compressors coolers & safety devices P & S and P. (placed in tween deck) good Coolers tested to HP 120, MP 15, LP 7 kgs)

47 Oil fuel tanks (not forming part of the hull structure) P & S (for diesel engines) P & S (for boilers) good

48 Have all evaporators safety valves been tested under steam? no 49 Evaporators HP & LP good 50 Distillers -

51 Fire extinguishing arrangements 52 Steering machinery good 53 Windlass good

AUXILIARY ENGINES P. and S. diesel engines. P. steam reciprocating engine driving dynamo. P. tween deck reciprocating engine driving small air compressor. Steam reciprocating engine driving forced draught fan.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. Port & Starboard Main Engines

When examining the crankshafts of both main engines, the Port main engine Nos. 1, 3 and 4 crankpins and Starboard main engine Nos. 1, 2 and 3 crankpins were found cracked as shown on sketch sent to London on the 5th April 1965. The cracks have been ground out, edges radiused and depths found to be as shown in blue on the above mentioned sketch. For details refer to our letter dated 5th April 1965 on the above subject and for recommendation to Secretary's letter Ref. C. DHGK/SO dated 14th April 1965.

REPAIRS Port and Starboard Main Engines

All crosshead pins found pitted, have been rectified and all crosshead bearings re-metalled. All surfaces of connecting rods and crossheads in contact have been rectified.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

Ship's Name SS/MS

"CAMPERO"

Port Barcelona

Rpt. No. 8258

All piston heads found wasted and cracked at hanging bolt's holes, have been renewed. Identification marks as follows:-

Port N ^o 1.	LLOYD'S TEST	20 kgs Bbo.	23-7-63 FL
" N ^o 2.	LLOYD'S TEST	20 kgs Bbo.	5-6-63 FL
" N ^o 3.	LLOYD'S TEST	20 kgs Bbo.	24-7-63 FL
" N ^o 4.	LLOYD'S TEST	20 kgs Bbo.	26-7-63 FL
Starboard N ^o 1.	LLOYD'S TEST	20 kgs Bbo.	3-6-63 FL
" N ^o 2.	LLOYD'S TEST	20 kgs Bbo.	4-6-63 FL
" N ^o 3.	LLOYD'S TEST	20 kgs Bcl.	23-1-65 CU
" N ^o 4.	LLOYD'S TEST	20 kgs Bcl.	25-1-65 CU

Port main engine N^o 3 cylinder liner found wasted, now spare satisfactorily fitted. Identification marks: LLOYD'S Bbo. 20 kgs 30-5-63 DR.

Port and starboard main engine driven air compressors and scavenge pumps crosshead guides, block guides and crosshead pins, found pitted and worn, have been rectified and crosshead bearings remetalled.

Main engine OF valve chests (2) found cracked. Spares satisfactorily fitted. Identification marks: LLOYD'S TEST 140/6 kgs/cm² 6-4-55 JH LR.

Starboard main engine driven air compressor cylinder liner found wasted, has been renewed. Identification marks: LLOYD'S TEST 120 kgs Bbo. 21-2-59 TM.

Port independent air compressor, LP cylinder block found cracked, now spare satisfactorily fitted. Identification marks: LLOYD'S TEST 20 kg/cm² DR 5 kgs/cm² 30-5-65 DR. HP and LP air cooler bank of tubes and tubes plates renewed, on completion tested to 120 kg/cm² and 7 kg/cm² and found in order.

Starboard independent air compressor, HP air cooler bank of tubes and tube plates renewed, on completion tested to 120 kg/cm² and found in order.

Starboard Auxiliary Engine bed plate seating found cracked, now satisfactorily Metalocked.

All gudgeon pins and bushes found wasted, now spares satisfactorily fitted.

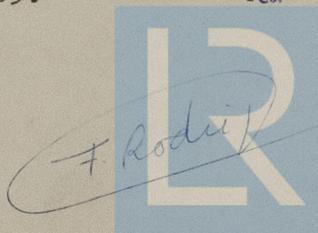
Lub oil pump driving wheels found badly wasted, now renewed.

Port auxiliary engine lub oil pump driving wheels found badly wasted, now renewed.

N^o 2 piston head found corroded, now satisfactorily renewed.

To include in Special Reasons List

Port Main Engine crankshaft Nos. 1, 3 and 4 crankpins and Starboard Main Engine crankshaft Nos. 1, 2 and 3 crankpins to be examined for suspected cracks; cracked detected and alignment checked by the end of July 1965, (3 months limit) and starboard crankshaft being renewed by 1, 1966. Starboard auxiliary engine Metalocked, plate to be specially examined by October 1965.

© 2021

Lloyd's Register
Foundation

Rpt.

(cont.)

Ship's Name SS/MS

"CAMPERO"

Port

Barcelona

Rpt. No.

8258

TO COMPLETE E.S. CYCLE

Electrical equipment.

Evaporator safety valves to be adjusted under steam.

Referring to the list of outstanding items to complete the E.S. cycle sent to us on 29-10-64, we have to state that the fresh water cooling pump and fresh water cooler are not applicable.

[Signature]
[Signature]
F. Rodi

