

14/6/65

Ship's Name SS/MS

"CAMPERO"

Gross tons 6382

Port of  
Registry

Malaga

Port

Barcelona

Date of build

Is there a rpt. 8?

Rpt. No. 8258

No. of visits

First date

Last date

Interim Cert. issued  
& copy herewith?Damage rpt. issued  
& copy herewith?

Last rpt. (H.Q. only)

Date of  
completing rpt.

Surveyed at, if different from Port above

Is a rpt. 9A  
attached?

MN

Nature of survey

ES-TS-ABS-Repairs

Survey fees

Damage fee

Expenses

S.A. fee

## DOCKING

Propeller P &amp; S good

Sea connections

good

Oil gland

-

Wear down of stern bush  
(if relined, state clearance  
before and after) P. 5 mm S. 5 mm before  
P. 2 mm S. 2 mm after

Fastenings P &amp; S good

Has screw/tube  
shaft been drawn? P & S yes

Date of examn. P &amp; S 12-4-65 good

Has shaft been  
changed? S. yes

Has shaft now fitted been previously used? no

Has shaft now examined/fitted a continuous liner? yes Approved oil gland? -

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of  
each boiler.)AUXILIARY, ~~DONKEY OR PRESS~~ (State if oil fired—OF  
or exhaust gas—EG) MAIN

P &amp; S 16-11-64 good OF

Air heaters

Superheaters

Safety valves P &amp; S good

Mountings, doors  
and fastenings P & S goodSafety valves { Sat P & S 10 kgs (see over)  
adjusted to { SptBoiler securing  
arrangements P & S goodExhaust gas heated economisers  
and their safety valves

Main economisers

Steam heated  
steam generators

Steam generator safety valves adjusted to

Forced  
circulating pumps

Funnel

good

Have saturated steam pipes in cylindrical boiler  
smoke boxes been examined as required by the Rules?Were oil burning system &  
remote controls examined  
in accordance with rules?

yes good

I recommend that the machinery of this ship remain as classed with/without fresh record of

See Rpt. 9a

ALSO FOR

SPL FOR

NOTED BY  
TRO  
CESRMG

SRL

POSTING

HEADER

CERT

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

Date of Committee

TUESDAY 13 JUL 1965

Surveyor to Lloyd's Register of Shipping

Uriarte &amp; F. Rodrigo

Minute

See Rpt 9a

013671-013677-0025

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 subjected 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 Examina-  
tion. Where repairs have been effected or it is



# EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

## ELECTRICAL EQUIPMENT

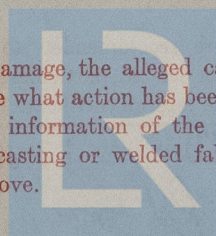
PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

**PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.** Port Auxiliary Boiler. All plain tubes found wasted, now renewed (approved material) and on completion satisfactorily hydraulically tested to 12 kgs/cm<sup>2</sup>). After seating found corroded, now new seating satisfactorily fitted. After manhole flange at lower part, found corroded, now satisfactorily built up by electric welding.

Starboard Auxiliary Boiler. After seating found corroded, now new after seating satisfactorily fitted. After manhole flange at lower part found corroded, now satisfactorily built up by electric welding. Port and starboard auxiliary boilers safety valves adjusted to 10 kgs/cm<sup>2</sup> at Chief Engineer's request. Both boilers were surveyed internally on 16-11-64. Boilers were not filled until 5-4-65 and the safety valves were adjusted on 13-4-65.

Starboard Tail Shaft Found cracked. Cracks running discontinuously and circumferentially approx 10 mm aft of liner. Cracks are as the ones produced by combined bending and torsion fatigue. One crack about 8 mm deep leading to port side of keyway and two of 3 to 4 mm deep on starboard side of keyway. This shaft has been condemned. Identification marks not legible have been obliterated. Spare shaft, marks LLOYD'S N<sup>o</sup> 109 5-5-33 GD has been satisfactorily fitted. Port and starboard shafting alignment has been checked and found in order.

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 be reported above.



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Foundation