

La correspondencia
debe dirigirse a los
Inspectores

LLOYD'S REGISTER OF SHIPPING

RWS/PN OFICINA CENTRAL: 71, FENCHURCH STREET, LONDON, E. C. 3

Paseo Colón, 11, Barcelona - 2 5th April 1965

Telegramas: Surveyors

RECEIVED
12 APR 1965
14
Telefono 221 96 01

Dear Sir,

M.T. "CAMPERO"

When examining the crankshafts of both main engines of the above vessel, in the port engines Nos. 1, 3 and 4 crankpins were found cracked and in the starboard engine Nos. 1, 2 and 3 crankpins were found cracked, as shown on the attached sketch.

The cracks have been ground out, edges radiused and the depths found to be as shown on the sketch in blue ink.

It was recommended to crack detect the defects after grinding out but not having been called to carry out the crack detecting the Surveyor called on board and found all bearings reassembled. Recommended renew defective crankpins.

Previous to the depths of the cracks shown in the sketches, the surface of all crankpins and journals were found to be pitted and were machined in sitio. The depths shown on sketches are those now existing.

The cracks are considered to be corrosion fatigue. u

The vessel has been undergoing Special Survey of Hull and Machinery since the 17th October and will complete both by the end of this month before leaving Barcelona.

Because of the defects in the crankshafts the Owners wish to operate the vessel solely in the Mediterranean Coast of Spain.

It is understood from the Chief Engineer all the journals of both engines were renewed because of corrosion some four years ago in El Ferrol.

In view of the defects and the fact that they have not been crack detected after grinding out, and will not be, it will be appreciated if you will advise as to what the recommendation should be in this case.



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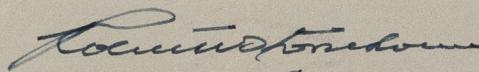
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The engine was built in 5,1934 according to the Register Book and each engine is of 4 cylinders, blast air injection.

c)

It is believed a spare crankshaft for these engines is now available in Spain.

Yours very truly



R. W. Stonehouse

The Secretary
LONDON

c.c.Madrid



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ds
Bel. 12-64

SS 09

Submitted the Bel. SS be informed
 that the class should be made subject to the ME
 defective crankpins also the alignment of both 7.65
 (3 nos limit), and the stern crankshaft being removed by
 1.66. If no further cracking has developed at
 the survey 7.65, the next examination should be held
 after a further 6 mos. service when the port shaft
 be further examined & crack detected and the stern removed.
 special examination of the port shaft will continue to be subject to periodic

13.4.65



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