

Rpt. 9

Date of writing report 1st Feb 62

Received London

Port Cadiz

No. 3241

Survey held at Cadiz

No. of visits 6

First date 7-12-61

Last date 12th January 62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05670 S.S. CAMPERO Name M.V. Managers de Petroleos S.A. Gross tons 6382 Date of build 1934-5

Owners Cia. Arrendataria del Monopolio Port of Registry Malaga Engines made 1934 By Echevarrieta y Larrinaga Type 4cyl 2SA oil engines direct coupled

No. of Main Engines 2 No. of Screws 2 No. of Main Boilers nil W.P. --- No. of Aux./Donkey Boilers 2 W.P. 150 lb

Surveyed Afloat or in Dry Dock both Nature of Survey CS, Dkg. ABS. Was Damage Report issued? no Int. Cert.? yes

Last Report (For Head Office only)

Table with columns: Hull, Machinery. Rows: +100A1 oil tanker, SS (Dr) 10-60, DS 8-60, +LMC, ES 10-60, ABS 7-60, TS cl 7-60 (P & S)

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 3.5 P, 4 mm S Oil Glands none Sea Connections good

Fastenings good Has Screwshaft Tubeshaft been drawn? no Date of Examination --- Has Shaft been changed? no

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 Nos 3 and 4: -Good 2 Valves & Gears Nos 3 and 4: -Good 3 Connecting Rods, Side Top Ends & Guides Centre All: -Good 4 Crankpins & Bearings Side All: -Good Centre All: -Good 5 Journals & Bearings All: -Good

MAIN ENGINE DRIVEN AIR COMPRESSORS 6 Cyls., Covers, Pistons & Rods Good Good 7 Connecting Rods & Top Ends Good Good 8 Crankpins & Bearings Good Good 9 Journals & Bearings Good Good 10 Coolers & Safety Devices Good Good

MAIN ENGINE DRIVEN SCAVENGE PUMPS 11 Cyls., Covers, Pistons & Rods 12 Connecting Rods & Top Ends 13 Crankpins & Bearings 14 Journals & Bearings 15 Levers

SCAVENGE BLOWERS SUPERCHARGERS MAIN TURBINES 16 Casings, Bolers, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) 17 STEAM COMPRESSORS 18 CLUTCHES & HYDRAULIC COUPLINGS 19 REDUCTION GEARING 20 THRUST BLOCKS, SHAFTS & BEARINGS 21 INTERMEDIATE SHAFTS & BEARINGS 22 HOLDING DOWN BOLTS & CHOCKS 23 CONDENSERS (MAIN & AUX.) 24 STEAM RE-HEATERS 25 DE-SUPERHEATERS 26 STOP & MANOEUVRING VALVES 27 MAIN ENGINE DRIVEN PUMPS 28 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

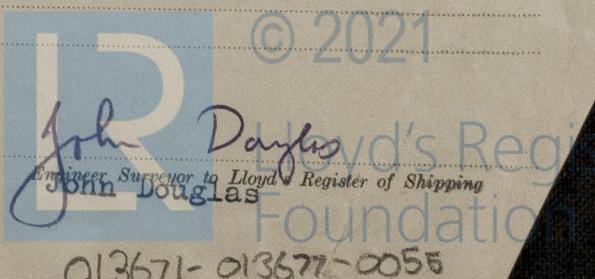
OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this vessel, so far as now seen, is in good condition, and is eligible in my opinion to remain as classed, and to have record of CS (with date) on completion of survey, subject to the furnaces of both auxiliary boilers being renewed before the end of July 1961.

Have Main Engines been tested working and manoeuvring? 2

Date of Committee MONDAY 12 MAR 1962

Decision Deferred for comp. ABS. Subject

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)



013671-013677-0055

SW (Badiz ltr 2/4/62)

- 32 Essential Independent Pumps (Identify by position) Independent circulating pump:-Good
- 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 Good

AUXILIARY ENGINES (Identify by position) Port and starboard auxiliary engines, with injection air compressors complete:- Good

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

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

MAIN	AUXILIARY, DONKEY or PRESS	Port and Starboard
	20-12-61, see below	
Superheaters	none	
Safety Valves	good	
Mountings, Doors & Fastenings	good	
Safety Valves Adjusted to	8 kg/cm ² , see below.	
	none	
	good	
Boiler Securing Arrangements		
Main Economisers	none	Exhaust Gas Heated Economisers none
Steam Heated Steam Generators	none	Steam Generator Safety Valves Adjusted to ---
Were Oil Burning System & Remote Controls examined working in accordance with Rules?	yes	Forced Circulating Pumps none
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	none	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)

The four furnaces of the auxiliary boiler found severely distorted. These furnaces appear to have been faired at some previous time(s) and fitted with welded reinforcing rings. The reinforcing rings were buckled and in some places detached from the furnace. All furnaces now faired, new reinforcing rings fitted. It is recommended that the furnaces be renewed not later than the end of July 1962, and in the meantime the working pressure of the boiler is not to exceed 8 kg/cm², to which pressure the safety valves of both port and starboard boilers have been adjusted. The boilers are considered to be in a safe and efficient condition meantime for working at this reduced pressure.

Repairs effected. Port main engine Nos 4 and 6 main bearings remetalled, Nos 1 and 4 top end bearings remetalled. Injection air compressor HP piston renewed. Starboard main engine:- Nos 1, 2, 3 and 4 bottom end bearings, remetalled. Injection air compressor HP piston renewed. Sundry mabr repairs also effected

A.B.S. (due 7.61) now held.
 Docking, and C.S.M. attendance, commenced
 It is submitted that this vessel is eligible for THE RECORD. ABS 1.6.62 when the furnaces of both boilers have been renewed and not later than end of 7.62. Working pressure in meantime not to exceed 8 kg/cm².

LEAVE THIS SPACE BLANK
 The Surveyor should be requested to confirm that the Owner wish to have the machinery on a C.S. basis.

Survey fees CS 12,500 ptas
 ABS - 3840 ptas

Damage fee ...

Expenses... 960 ptas

Date when A/c rendered 19-2-62

