

pt. 9
Date of writing report 2.7.58
Survey held at Port Talbot

Received London
No. of visits 2

Port SWANSEA No. 26330
First date 17.6.58 Last date 20.6.58

JUL 1958

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

In R.B. 05236 Name ~~SS~~ S.S. Tug "CAMBRIAN" Gross tons 149 Date of build 1903 - 8
Owners Alexandra Towing Co. Ltd Managers
Engines made 1903 By J. T. Eltringham & Co., Sth Shields Type C 2Cy. 16 1/2" & 4 1/2" x 27"
Port of Registry Swansea

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 W.P. 150 lbs per sq. in.

of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Dry dock
Nature of Survey Damage
Damage Report issued? - Int. Cert.? yes
Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100AL 6,57	+IMC 7,57
towing services	MBS 7,57
SS Dr 9,49, SWS. 7,57	TS 6,57
	Sps -

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 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.

WORKING Propellers Good Wear Down of Stern Bushes Close Oil-Glands none Sea Connections not examd.
Fastenings Good Has Screwshaft ~~been~~ drawn? yes Date of Examination 20.6.58 Has Shaft been changed? no
Has Shaft now examined ~~with~~ continuous liner? no Approved oil gland? no

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

Cyls., Covers, Pistons & Rods
Cyls. & Gears
Connecting Rods, Piston Ends & Guides (Side/Centre)
Crankpins & Crank Arings (Side/Centre)
Crank Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Crank Journals & Bearings
Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Crank Journals & Bearings
Covers

SCAVENGE BLOWERS
SUPERCHARGERS
MAIN TURBINES
Cyls., Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
STEAM COMPRESSORS
CLUTCHES & HYDRAULIC COUPLINGS
REDUCTION GEARING
THRUST BLOCKS, SHAFTS & BEARINGS
INTERMEDIATE SHAFTS & BEARINGS
HOLDING DOWN BOLTS & CHOCKS
CONDENSERS (MAIN & AUX.)
STEAM RE-HEATERS
E-SUPERHEATERS
TOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS
CRANKCASE DOORS & EXPLOSION RELIEF DEVICES
OPINION OF MACHINERY AND RECOMMENDATIONS

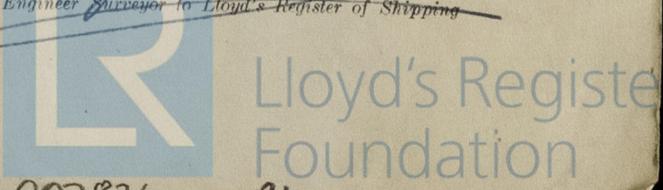
The machinery of this vessel as far as now surveyed is in good condition and eligible in my opinion to remain as now classed with record of TAILSHAFT SURVEY 6,58, as before.

TUESDAY 12 AUG 1958

Date of Committee
Decision As now, subject TS 6.58

John Wilson
Engineer Surveyor to Lloyd's Register of Shipping

Noted or Handled



002816-002824-0181

If certificate is required state where to be sent.

- 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*).....

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators.....			l Generators & Governors.....
b Exciters.....			m Motors.....
c Air Coolers.....			n Switchboards & Fittings.....
Motors.....			o Circuit Breakers.....
Air Coolers.....			p Cables.....
r 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.....

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to { Sat.....
 Spt.....

Boiler Securing Arrangements.....

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?..... Forced Circulating Pumps.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel.....

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*)

DAMAGE stated to have been sustained whilst assisting the S/S "GARLINGE" from Margam Wharf to No. 4 Base Port Talbot on the 16th June, 1958, when tug sheered due to vessel's speed and contacted Margam Middle Buoy with her stern.

FOUND:- Upon examination in the Dry dock one blade of the 4 bladed C.I. Propeller was noted to be missing.

PERMANENT REPAIRS NOW DONE:- Tailshaft removed, examined, placed in lathe and tested for truth, and found satisfactory.

Spare C.I. Propeller fitted.

Main Engine Crankshaft Dowels and Thrust seating examined and no disturbance noted.

Note:- The Tailshaft was surveyed at Port Talbot on 2.6.58 (see Swansea Report No. 26324) the recommendation is therefore TAILSHAFT SURVEY 6,58, as before

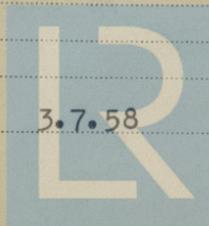
LEAVE THIS SPACE BLANK

Survey fees ...

Damage fee ... £6. 6. 0

Expenses... ... 17. 6.

Date when A/c rendered 3.7.58



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