

pt. 9
Date of writing report 2.7.58
Survey held at Port Talbot
Received London
No. of visits 2
Port SWANSEA
First date 17.6.58
Last date 20.6.58
No. 26330

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

In R.B. 05236 S.S. Tug "CAMBRIAN"
Owners Alexandra Towing Co. Ltd Managers
Engines made 1903 By J. T. Eltringham & Co, Sth Shields Type C 2Cy. 16 1/2" & 42 1/2" x 27"
Gross tons 149 Date of build 1903 - 8
Port of Registry Swansea

of Main Engines 1	No. of Screws 1	Records of Survey & Special Notations as per Register Book
of Main Boilers 1	W.P. 150 lbs per sq. in.	
of Aux./Donkey Boilers -	W.P. -	
veyed Afloat or in Dry Dock	Dry dock	
ure of Survey	Damage	
Damage Report issued? -	Int. Cert.? yes	
Report (For Head Office only)		

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.

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

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

ls., Covers, Pistons & Rods
lves & Gears
nnecting Rods, Side
p Ends & Guides Centre
ankpins & Side
arings Centre
ournals & Bearings

AIN ENGINE DRIVEN AIR COMPRESSORS
s., Covers, Pistons & Rods
nnecting Rods & Top Ends
ankpins & Bearings
ournals & Bearings
lers & Safety Devices

IN ENGINE DRIVEN SCAVENGE PUMPS
yls., Covers, Pistons & Rods
nnecting Rods & Top Ends
rankpins & Bearings
ournals & Bearings
evers

CAVENGE BLOWERS
UPERCHARGERS
AIN TURBINES
asings, Rotors, Blading, Bearings & Thrusts

XHAUST STEAM TURBINES (WITH RECIP. ENGINES)
TEAM COMPRESSORS
LUTCHES & HYDRAULIC COUPLINGS
EDUCTION GEARING
HRUST BLOCKS, SHAFTS & BEARINGS
INTERMEDIATE SHAFTS & BEARINGS
OLDING DOWN BOLTS & CHOCKS
ONDENSERS (MAIN & AUX.)
TEAM RE-HEATERS
E-SUPERHEATERS
TOP & MANŒUVRING VALVES
AIN ENGINE DRIVEN PUMPS

RANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring?

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
ite of Committee
cision
TS 6.58
T. (MADE AND PRINTED IN ENGLAND.)

Engine Surveyor to Lloyd's Register of Shipping

Noted for Header

Lloyd's Register Foundation

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	
PORT	STARBOARD		AUXILIARY EQUIPMENT
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

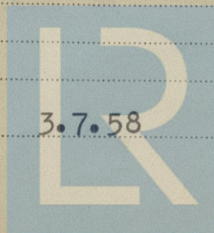
LEAVE THIS SPACE BLANK

Survey fees ...

Damage fee ... £6. 6. 0

Expenses... 17. 6.

Date when A/c rendered 3.7.58



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