

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

-7 JAN 1931

Date of writing Report

When handed in at Local Office

5/1/31

1931

Port of Antwerp

No. in
Reg. Book

Survey held at Antwerp

Date, First Survey

2

Last Survey 31 Dec. 1930

(No. of Visits One)

on the Machinery of the Wood, Iron or Steel

S/S CAMBRIAN DUCHESS

Gross 4865

Net 3040

Vessel built at Sunderland

By whom

Sir J. Lamington

When 1913-7

Engines made at Newcastle

By whom

Messrs. Hunter & Nigham

When 1913

Boilers, when made (Main) 1912

(Donkey) 1913

Owners W. Thomas & Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Managers R. J. Thomas & Co. Ltd.

Port London

Voyage

Surveyed at or in Dry Dock

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.
for Special Survey.
Date of last Survey and of
Periodical Surveys.Years
assigned
expiredMachinery and Boiler
Surveys
(including date of N.B., if any)

16712 Port Ant

Examination and Repairs (if any) None condition +100 A. 1.29

held, must be reported in detail and serially in the terms of the Rules. State clearly the and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on cause of which must be stated) should be separated from Repairs due to other causes; and the body of the report, should be briefly summarised at the end of the report. State also the letters respecting this case. 23 Dec. 1930

the Surveyor has not made a special damage report he is required to state whether he or this purpose, and why they were declined? ✓

made by anyone else? If so, by whom? ✓

go inside each Main Boiler separately and make a thorough examination at this time? ✓

Donkey "

or what reasons? ✓

rs could not be thus thoroughly examined? ✓

the absence of internal examination, were adopted by the }
f of the thorough efficiency of those parts of each Boiler? }

the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? 180 lb.

the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

the manholes, doors and their fastenings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

the mountings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

drawn and examined? ✓

Is it fitted with continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

ed? ✓

If so, state reasons

een previously used? ✓

Has it a continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

ignum vite or bearing metal of stern bush and top of after bearing of screw shaft

te, state what arrangements have been made for its completion and what remains to be done

Boilers examined under steam and safely run to 180 lb. per sq. in.
The London letter 23rd December 1930
this vessel has left for the Tyne.

ions, Opinion, and Recommendation: The machinery of the vessel is in good condition, capable of running at 180 lb. per sq. in. without fresh run of survey.

Fees.

Incidental 550

Tax 5

Air Fee (if any) 2

Chargeable 25

Fees applied for

5/1/31 1930

Received by me,

5/1/31 1931

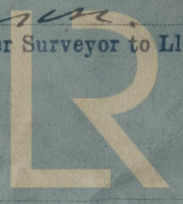
John Shumson

Engineer Surveyor to Lloyd's Register of

tee's Minutes

Assigned

Deferred for



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8/1/21



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