

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15th Jan 1930 When handed in at Local Office 16/11/30 Port of NEWCASTLE-ON-TYNENo. in Survey held at Newcastle-on-Tyne Date, First Survey 16 Oct/29 Last Survey 8 Jan 1930
Reg. Book. on the Wood, Iron or Steel sc. CITY OF CAMBRIDGE (No. of Visits 28.)17781
TONNAGE:— Built at Belfast By whom Workman Clark & Co. Ltd When 1921-2
GROSS 7056 Owners City Line Ltd Owners' Address
UNDER DK 6778 Managers W. S. Workman Port belonging to Glasgow
NET 4557

Surveyed Afloat or in Dry Dock? Yes Name of Dock Walkers Slip Dock Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 624 Port Cbo.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined Report was being

supplied at Owners request; copy follows

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR S. S. No. 2, alterations and Damage repairs, See Ruv.

Rpt No 83036, Gls Rpts No 47748 and 46990 and Liv. Rpt No 91879.

S. S. No. 2:— The vessel examined in dry dock, bottom cleaned and recoated.

The rudder examined, steering gear & connections overhauled. The holds, peaks & bunkers cleared, the ceiling removed from the tank top & bilges, the deep & all double bottom tanks examined internally and tested, all ironwork cleaned & recoated as required. The E & B spaces examined. The decks, hatchways & hatches now in good condition. The masts & rigging, windlass, pumps, ventilators, W. T. doors & general equipment now satisfactory. The cables ranged and the freeboard verified.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired	6							
Paired or Repaired in place	8	3						

PRESENT CONDITION OF THE		Good		Good		Good	
Decks	State if Tanks have been examined inside	Yes	Yes	Dblng. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	(State if on Felt).
Caulking of Decks	State if Tanks now tested	Yes	Good	Engine Room Skylights		When put on, Month	Year
Coamings	Bulkheads			Coal Bunkers, Open'gs, Lids, &c.		Boats	Good
Beams & Fastenings	Ceiling			Scuppers		Masts, Topping &c.	
Outside Plating	Cement or Asbestos (State which.)			Cargo Hatchways		Condition, how ascertained	examined
Breasthooks	Rudder			Hatches		(State if wedges removed)	doubled
Transoms	Steering gear and its connections			Planking of Wood Vessels		Sails	
Frames	Windlass			Caulking	ditto	Equipment letter	CT
Reverse Frames	Have Pumps now been examined and found efficient?	Yes		Treenails	ditto	Anchors, No. of	303, 15,
Longitudinals	Have Sluice Valves now been examined and found efficient?	Yes	nil	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes
Transverses	Have Watertight Doors now been examined and found efficient?	Yes		Transoms, Pointers, & Crutches	ditto	" length (on board)	300 fms size 2 7/16
Floors	Have Ventilators and their Coamings been examined and found efficient?	Yes		Timbers of Frame at openings	ditto	" Rule length	300 " size 2 7/16
Keelsons				Ditto ditto at other places	ditto	Hawser & Warps	Good
Stringers				Stringers, Clamps & Shells	ditto	Standing and Running Rigging	"
Inner Bottom Plating				Salting (State if examined.)	ditto		

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 1, 24," or "to remain as classed and to have record of survey, 1, 24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in my opinion to remain as classed and to have record of survey 1, 30 and notation of S. S. Ruv. No. 2-30.

Survey Fee (per Section 20)	£ 18 : 0 : 0	Fees applied for
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 4 : 4 : 0	24 JAN 1930
Travelling Expenses (if chargeable)	£ 2 : 2 : 0	Received by me
Second Surveyor's Fee (if any)	£	439-1/3/30

Committee's Minute

FRI. 14 FEB 1930

Character Assigned

100A1, without spl. condn.

Send Ruv.

S.S. No. 2-30 + L.M.C. 1-30
Filled for oil fuel &c S. 1-30

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

Lloyd's Register
Foundation

20 JAN 1930

S/s. "City of Cambridge"

Survey repairs:- The standing rigging partly renewed, a number of air sounding pipes repaired, about 95 wood hatches renewed and defective rivets renewed as necessary. A number of minor repairs carried out.

Alterations:- A new double plate rudder has been fitted; The original main piece farms have been utilised; Two plates have been fitted on the stern frame. A lubricating oil drain tank has been fitted into a recess in the engine room double bottom tank and a watertight well has been built all round. Approved plans are enclosed.

A main injection valve recess has been fitted in the engine room at the bilge and made satisfactorily watertight.

The thrust recess has been enlarged to accommodate new Bauer Wach machinery, the deep tank stiffening in way reinforced as necessary. The deep tank tested and all now in good order and the capacity of the tank is reduced by 85 tons.

Damage repairs:- (On starboard side) WP-8 plate from aft end in G strake failed in place, WP-9 plate in F strake removed failed and replaced; (On port bow) WP-4 plates in 1st and 3rd strake and WP-3 in the 2nd below sheer failed in place; WP-4 plate in the 2nd strake removed failed & replaced. (On port side) WP-4 plate from forward in 2nd strake below sheer removed failed & replaced also WP-4 in the 3rd and WP-5 in the 2nd strake failed in place. WP-7 plate in the 7th below sheer failed in place and WP-6 plate in the 6th strake removed failed & replaced. WP-5 plates from aft in the 2nd and 3rd strakes below main sheerstrake removed failed and replaced, WP-4 plate in the 2nd strake and 3 frames failed in place and one buttstrap renewed.

J. Macdonald

Form:-

Where and when tested and
Superintendent.

If Sockets, state Mechanical Tests

Where and when tested and
Superintendent.