

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 23rd Oct. 1952 When handed in at Local Office 23 OCT 1952 Port of LONDON

No in Reg. Book. Survey held at LONDON Date. First Survey 24th Sept Last Survey 29th Sept 1952 (No. of Visits 2)

67390 on the Machinery of the Wood, Iron or Steel Tw. sc 5/8 "LLANDOVERY CASTLE"

Tonnage { Gross 10639 Vessel built at Glasgow By whom Barclay Curle & Co. Ltd. Year. Month. When 1925-9
Net 6288 Engines made at do. By whom do. When 1925

Nominal Horse Power { 1085 MN. Boilers, when made (Main) 1925 (Donkey)
Owners Union Castle Mail S.S. Co. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Main Boilers 3 D & 2 SB. Managers Port London Voyage S. and E. Africa

No. of Donkey Boilers If Surveyed Afloat or in Dry Dock Both
Steam Pressure in Main Boilers 220 lbs (State name of Dock.) R.A. Dock.

in Donkey Boilers Last Report No. Port

Particulars of Examination and Repairs (if any) Dkg. Stem pipe vents
(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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned expired	Machinery and Boiler Surveys (including date of N.B., if any)
* 100 A.1. 3-52		L.M.C. 5-47.
With Freeboard.		BS. 3-52.
SS. Liv. 5-47.		CL. 12-49.
Fitted for Oil Fuel 5-39 F.P. above 150°		

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 why they were declined.

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

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time?

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler. Present condition of funnel(s).

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? Yes If so, state reasons. Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush. Port & Star 3/16" Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. The MS will be advanced on vessel return to the United Kingdom

Now done. Vessel placed in dry dock, propeller, aft end of stem tubes and the outside fastenings of the sea connections examined and found in order. Star side sea valves opened out and examined.

The main steam pipes from the after starboard and center boilers to the boiler room after bulkhead examined and tested to twice the working pressure.

General Observations, Opinion, and Recommendation:—

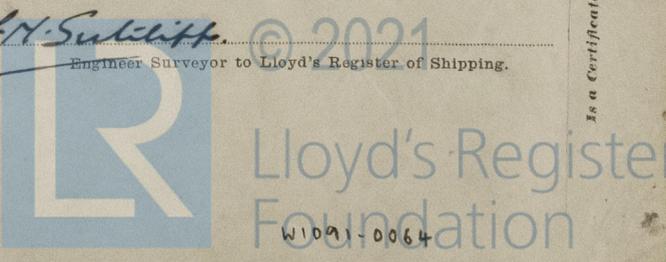
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34
This vessel's machinery is eligible in my opinion to have a fresh record of MS. 7-50. as previously recommended when the survey has been completed.

Survey Fee (per Section 23) £ 10 Fees applied for
Special Damage or Repair Fee (if any) (per Section 23.) £ 10
Travelling expenses (if chargeable) £ 10 Received by me J.H. Sutcliffe
Committee's Minute MON. 1 DEC 1952 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned Lmc MS 7.50

CERTIFICATE WRITTEN.



Insert Character of Ship and Machinery precisely as in the Register Book