

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

(Received at London Office 27 NOV 1942)

Date of writing Report 25th Sept. 1942 When handed in at Local Office 24th Sept. 1942 Port of New York
No. in Survey held at New York Date, First Survey 9th Sept. Last Survey 14th Sept. 1942
(No. of Visits 3)

on the Machinery of the ~~Wood Iron~~ Steel S.S. LLANDILO

Gross 4966 Vessel built at Sunderland By whom Bartram & Sons Ltd. When 1928
Net 2985 Engines made at Stk. By whom Blair & Co. (1926) Ltd. When 1928

Nominal 460 Boilers, when made (Main) 1928 (Donkey) -

of Main Boilers 3 Owners Gwenllian Thomas S.S. Co. Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)

of Donkey Boilers 1 Managers E. Thomas Radcliffe & Co. Port London Voyage -

eam Pressure 180 lbs. If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted
in Main Boilers 120 lbs. (State name of Dock) Pier 10, Staten Island, New York precisely as in Register Book & Supplements).

ast Report No. 110584 Port Lon

Particulars of Examination and Repairs (if any) Rprs. to D.B.

Periodical Surveys, when held, must be reported in detail and serially 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.

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 thorough examination at this time? -

" " Donkey " " -

this was not done, state for what reasons?

and what parts of the Boilers could not be thus thoroughly examined? -

Also 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 Boiler? -

To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

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 screw shaft now been drawn and examined? NO

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? -

Has shaft now been changed? - If so, state reasons -

Has the shaft now fitted been 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? -

State date of examination of Screw Shaft -

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft -

Engine parts, when referred to by numbers, should be counted from forward.

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? -

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. -

NOW DONE:- Repairs due to Wear and Tear: Donkey Boiler: All plain tubes renewed, boiler tested and now in good condition.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel are

(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, B.S. 9,11, B&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

* LMC CS 3,34,

in good condition and eligible in my opinion to be continued as classed without fresh record of survey.

Survey Fee (per Section 29) \$ 15.00

Special Damage or Repair Fee (if any) £ : :

(per Section 29.)

Travelling expenses (if chargeable) \$ 1.00

Fees applied for

Sept. 30, 1942

Received by me,

1942

Committee's Minute NEW YORK OCT 7 1942

Assigned Deferred for B.C.

James Campbell
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W191-0003

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