

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

(Received at London Office)

Date of writing Report 8<sup>th</sup> December 1942 When handed in at Local Office 8<sup>th</sup> December 1942 Port of PORT NATAL  
Survey held at PORT NATAL Date, First Survey 11<sup>th</sup> November Last Survey 2<sup>nd</sup> December 1942  
(No. of Visits 11)

701 on the Machinery of the Wood Iron Steel Sc "LLANASHE"  
Gross 4836 Vessel built at Sunderland By whom Bartram & Sons, Ltd. Year 1936 Month 11  
Net 2911 Engines made at Newcastle By whom White's Main Eng Co Ltd When 1936  
Power 348 Boilers, when made (Main) 1936 Owners' Address (if not already recorded in Appendix to Register Book.)  
Main Boilers 2SB Owners Clarissa Rutcliffe SS. Co. Ltd. Managers Thomas Rutcliffe & Co. Port London Voyage  
Auxiliary Boilers 1SB If Surveyed Afloat or in Dry Dock Afloat (State Name of Dock.)  
Pressure 230 lb. Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).  
Auxiliary Boilers 230 lb.

Report No. 118141

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Particulars of Examination and Repairs (if any)

Commence BS and Repairs.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides 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.

In 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.

Has a damage report been made by anyone else? If so, by whom? Yes

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

Did the Surveyor personally go inside each Auxiliary Boiler separately and make a thorough examination at this time? Yes

Where a survey was not done, state for what reasons? Yes

At what parts of the Boilers could not be thus thoroughly examined? Yes

At 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? Yes

What was the last date of internal examination of each boiler? Both Main 19-11-42. Aux 30-11-42

Present condition of funnel(s) 338 lb. 0"

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

Did the Surveyor examine the Safety Valves of Auxiliary Boilers? Yes

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

Has the shaft now been drawn and examined? No

Is it fitted with continuous liner? Yes

Has the shaft now been changed? No

If so, state reasons Yes

Has the shaft now been fitted previously used? Yes

Has it a continuous liner? Yes

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

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Remarks of the Surveyor: To Complete the B.S. the Safety

valves of the Auxiliary Boilers require to be adjusted under steam. It is stated that

will be done at the first convenient opportunity.

done & commence BS: The two main & the auxiliary boilers examined internally and

externally together with their safety valves, doors & mountings & found, or placed, in good

condition. The safety valves of the two main boilers adjusted under steam & the pressure stated above

working. The LP turbine, piston & coupling, examined & found: Turbine Rotary 1 blade

13<sup>th</sup> stage & 3 blades in 14<sup>th</sup> stage broken at root, several blades distorted. Turbine casing

some blades distorted. Piston & Coupling Coupling slack on piston cone, cone surface

badly scored & bruised, key slack in keyway & badly bruised.

P.T.O.

General Observations, Opinion, and Recommendation: The Machinery of this Vessel, as now

is in an efficient condition, and eligible in my opinion to remain as

is with fresh record of BS 12-42 when the safety valves of the Auxiliary Boilers have been

adjusted under steam; Subject to some blading of the LP turbine being repaired at the

convenient opportunity, and to the turbine piston & coupling being examined before the

end of December 1943.

Fee (per Section 29) BS 8 8 0

Repair Fee (if any) 19 19 0

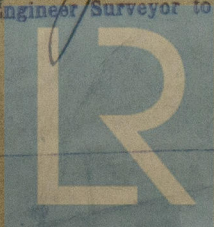
Travelling expenses (if chargeable) 1 18 0

Committee's Minute Deferred for

Assigned Comp. BS.

Fees applied for 2<sup>nd</sup> Dec 1942  
Received by me, 19

Signature of Surveyor  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1147-0137



Repairs W&T:- The following temporary repairs have been satisfactorily carried out:- L.P. turbine - distorted blading faired as far as practicable, binding wire secured in way of missing rotor blades. All blading cleaned. Pinion cone machined & keyway dressed, a new half coupling having a deeper collar & hollow greater surface on pinion cone, fitted; key and securing nut renewed. A hardness test on the new half coupling was carried out & the results found satisfactory.

Permanent repairs:- L.P. turbine thrust pads renewed. Auxiliary boiler internal feed pipes renewed.

On Completion of the repairs the machinery was tried under working conditions with satisfactory results.

It is recommended that some blading in the L.P. turbine be repaired at the first convenient opportunity, and the L.P. turbine pinion and coupling be examined before the end of December 1943, in the meantime the machinery is, in my opinion, efficient.

AC