

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

No. 3699

(Received at London Office)

of writing Report 28th May 1943

When handed in at Local Office

Port of LISBON

Survey held at LISBON

Date First Survey 17th May

Last Survey 27th May 1943

(No. of Visits 5)

on the Machinery of the ~~Wood~~ Steel S/S. "LLANCARVAN".

Gross 4910

Vessel built at Sunderland

By whom Short Bros. Ltd.

When 1937 - 7

Net 2953

Engines Made at Newcastle

By whom White's Mar. Eng. Co. Ltd.

1937

348

Boilers, when made (Main)

1937

(Donkey)

1937

Boilers 3

Owners Clarissa Radcliffe S.S. Co. Ltd Owners' Address

Boilers 1

Managers Evan Thomas Radcliffe & Co.

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

Port London

Voayge

Boilers 3401b

If Surveyed Afloat or in Dry Dock Afloat

(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 since last survey	Machinery and Boiler Surveys (including date of N. B., if any).
+100A1		+LMC 7,37
3.43.		B.S. 11,41
Examined 7.42.		T.S. 9,40
		CL

Port No. 4405 Port HEX.

Particulars of Examination and Repairs (if any) REPAIRS.

Surveys, when held, must be reported in detail and *seriatim* in the terms of the Rules. State clearly the cause of if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters res- this case.

cases where the Surveyor has not made a special damage report he is required to state whether he offered his es for this purpose, and why they were declined

age report made by anyone else? If so, by whom?

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

Donkey

not done, state for what reasons

parts of the Boilers could not be thus thoroughly examined?

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

veyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

veyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

veyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

veyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

veyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

ew shaft now been 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?

ow been changed? if so, state reasons

ft 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?

f examination of Screw Shaft

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

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

Is electric light and/or power fitted

e Surveyor examine the generators, motors, switchgear, cables and fuses?

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

y is not complete, state what arrangements have been made for its completion and what remains to be done

the request of the Agents examined the reduction gearing of the White's combined steam reciprocating and turbine unit.

on examination found the turbine pinion teeth stripped and the bearings badly scored, also the turbine wheel teeth chipped & broken at the inner corners.

new pinion was ordered from England to be sent out by Air Mail, and work was put in hand to

move the turbine wheel and secondary pinion shaft ashore for dressing the teeth and testing for

ath. As the delivery of the pinion has been considerably delayed, the turbine wheel was not

paired but was tested for alignment and the bearing clearances checked. In addition, the bearing

clearances of the reciprocating engine pinion were checked and all teeth examined in the gear case.

turbine pinion and bearing bushes have now been removed, but as the secondary pinion shaft

Observations, Opinion, and Recommendation:—

(p.t.o.)

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 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, LMC CS 3,34, 140 lb., F.D., &c.)

machinery of this vessel is eligible in my opinion to remain as classed without fresh record

survey, subject to the reduction gearing being repaired on arrival in the U.K.

ee (per section 29)

£ : :

Fees applied for

Repair Fee (if any) Esc: -1.000.00

(per Section 29)

expenses (if chargeable) £ 100.00

Received by me

Engineer Surveyor to Lloyd's Register of Shipping.

's Minute

FRI. 18 JUN 1943

As per

Write Own

subject

Lloyd's Register Foundation

U18P-0012

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

In a Certificate required? If so, to be sent to

operates the main circulating pump through a chain drive, this shaft was left in place.
The gear case was cleaned out and the lubricating oil purified.
The reciprocating engine now exhausts to the main condenser.

Interim certificate issued, copy herewith.

[Handwritten signature]



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