

# REPORT OF SURVEY FOR REPAIRS, &c

of writing Report *4th May 42* When handed in at Local Office *8th May 42*. Port of *NEWCASTLE-on-TYNE*  
in Survey held at *Kouch & North Shields*. Date, First Survey *30th March* Last Survey *29th April 19 42*.  
(No. of Visits *1*)

595. on the *Wood, Iron or Steel* "LLANOVER"

TONNAGE:— Built at *Lunderland*. By whom *Bartram & Low, Ltd.* When *1928* YEAR. MONTH. *3*

REG. NO. *4959* Owners *Anne Thomas A. I. Co. Ltd.* Owners' Address (if not already recorded in Appendix to Register Book)

REG. NO. *4575* Managers *G. Thomas Radcliffe & Co.* Port belonging to *London*

REG. NO. *2982* Name of Dock *Middle D. Co. Ltd.* Destined Voyage *Deep Water with 7 Comancheros*

Surveyed Afloat or in Dry Dock? *Proch.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

REG. NO. *100A1* 3.42. Machinery and Boiler Surveys (including date of N.B., if any) *\* LMC*

REG. NO. *SS ROT. No 2-37* 3.37.2.42 *MS*

REG. NO. *Examined 3.41.* 3.41. *DBS*

REG. NO. *MBS* 3.41. *MBS*

REG. NO. *TS (CL)* 3.42. *TS (CL)*

REG. NO. *110323*. Port *LON.* Society's Freeboard (if assigned) as *3* n. *4* ins. painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *DAMAGE & COMPLETION OF GENERAL EXAM. as per Cito No 1772.*

Damage stated caused:—

By collision with S.S. "PRESTO" in the North Sea, on the 15th March 1942. (See also London Rpt. No. 110,323.)

By collision with S.S. "CLAN MATHESON" in the North Sea, on the 26th March 1942.

Work done for damages (a) & (b) - Vessel placed in drydock, bottom & under cleaned & repaired.

For damage (b) - Fore Peak tank examined internally & repaired. Lessons above fore peak & No 1 Hold examined.

Damage (a) Permanent Repairs.

Under mainpiece, 1 arm, 2 pinholes & 8 coupling bolts renewed. See forgings App. attached. P.T.O.

Work failed.

DETAILS OF DAMAGE REPAIRS:—

Renewed ... / Shell Plates. / Frames. / R. Frames. / Floors and Bracket Floors. / Beams. / Inner Bottom Plates. / Dk. Plates. / Other Items:— See report for Rudder etc. & temporary repairs to fore peak bulkhead, in fore peak tank & shell caulking etc.

CONDITION OF THE VESSEL

Bulkheads *parts examd. efficient* Engine Room Skylights *good* Copper, or Y.M. (State if on Felt.)

Decks *do.* Ceiling *do.* Coal Bunkers, Openings, Covers, &c. *parts examd. do.* When fitted, Month Year

Fastenings *do. efficient.* Rudder *do.* Oil Bunkers *do.* Boats *good*

Masting *efficient.* Steering gear and its connections *do.* Scuppers *good* Masts, Yards, &c. *do.*

Windlass *do.* Cargo Hatchways *do.* Hatches *do.* Condition, how ascertained *how dk (ho).*

Have pumps been examined and found efficient? *do.* Planking *do.* Equipment letter *Z*

Have Sluice Valves been examined and found efficient? *do.* Caulking *do.* Anchors, No. of *2 B. 15.*

Have Watertight Doors been examined and found efficient? *do.* Treenails *do.* Cables (State if now ranged) *no.*

Have Ventilators and their Coamings been examined and found efficient? *do.* Breasthooks & Stemson *do.* " length *270 F.* mean diam. *2 1/16"*

Air and Sounding Pipes *do.* Transoms, Pointers & Crutches *do.* " Rule length *255 F.* size *do.*

Doubleing Plates under Sounding Pipes *do.* Timbers of Frame at openings *do.* Chain Locker *do.*

Stringers, Clamps & Shelves *do.* Salting (State if examined.) *do.* Hawser & Warps *good*

Standing and Running Rigging *do.* Sails *do.*

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 survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible, in my opinion, to remain as classed, with fresh record of survey, dated 4.42, & notation "Examd 2.42," subject to bow plating, framing, fore bulkhead etc. (SS), stern counter plating etc. (P.S.) indented keel plating forward & shell plate A5 (P.S.) being permanently repaired at first convenient opportunity.

Fees applied for, *9 MAY 1942* (Proves anchor & 15 fms. cable to be supplied)

Received by me, *4. Campbell.*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute *100A1 Subject Examined 2.42*

Inspector Assigned *11.42*



"LLANOVER"

Quadrant stopper bracket on poop deck starbd, refaced + hardwood pad renewed.  
 1 stopper lug on quadrant renewed.  
 Hydraulic rudder brake - 2 glands renewed.  
 The necessary removals for access made + refitted.  
 A few minor repairs effected.  
 Rudder tried hardover to hardover + found satisfactory.  
 Damage (4). - The following damage was found on starbd. bow:-  
 shell plates E2, F2, 3, G2, 3, H2, 3, 4. 11 + 2 set in or indented.  
 fore lead bulkhead - 2 plates buckled, + shell boundary angle buckled + fractured in way.  
 fore lead tank top plating + 3 beams slightly buckled. 3 beam knees buckled.  
 main frames - 3 in fore lead tank + 5 in No. 1 Hold set in.  
 Panting stringers in way in fore lead + No. 1 Hold slightly buckled.  
 Owing to the present emergency, permanent repairs have been deferred, + the following temporary repairs have now been carried out:  
 shell seams + butts caulked where necessary.  
 about 20 shell rivets etc. welded, + a number hardened up.  
 fore lead bulkhead caulked or etc. welded where necessary, shell boundary bar etc. welded where fractured, + a few rivets etc. welded.  
 fore lead tank top - 2 beams partly failed in place. 2 buckled beam knees removed + 2 channel bar stays fitted in lieu of same.  
 see sheet 3. E/B.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Coltense Weight.															
	Stream .....															
	Kedge .....															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

Iron Stream Chain or Steel Wire...

"LLANOVER"

No. 2 panting stringer (from db) in No. 1 Hold - Bulkhead bracket etc. welded to bulkhead lug.  
 efficient cement holes fitted where necessary on fore lead tank top, + in tank at fore lead bulkhead. A few minor repairs effected.  
 It was recommended that permanent repairs be effected at first convenient opportunity.  
 Now done for completion of General Examination (see also New York Report No. 42203.)  
 Examined generally after lead tank, machinery spaces, structure below boilers, weather decks, casings, ash shoot, ventilators, hatchways + closing appliances, steering gear + windlass.  
 The vessel, for the parts examined, found or placed in efficient condition for 12 months.  
 Wear + Tear Repairs.  
 Bottom shell seams, butts + rivets caulked or etc. welded where necessary.  
 Streamline plating on sternframe etc. welded where necessary.  
 Windlass cable lifter renewed.  
 about 36 hatch covers renewed.  
 a few minor repairs effected.  
 The owners have now removed the doubling plate (fitted at London recently) on shell plate F2 from aft port side, + fitted a larger riveted doubling plate.  
 A Renewal Pressboard survey has been carried out. (Report forwarded.)  
 Per Special Reallow List:- The special survey No. 3 has not been advanced at this time. The lower anchor + 15 fathoms of chain cable remain to be supplied.  
 Per London Report No. 110,323 - No repairs effected at this time to counter plating etc. (P.S.) now examined + found to remain efficient.  
 Per New York Report No. 42203 - Indented keel plates No. 1 + 2 from forward, keel plates No. 2, 3, 4 + 5 from aft, + shell plate A5 (P.S.) now examined, + except for keel plate No. 1, were found efficient.  
 Keel plate No. 1 caulked + etc. welded as necessary, + is now considered efficient.  
 Part of the cement fitted in after lead tank has now been cut out for examination of frames + floor ends, + the toes of frames No. 1, 2, 3 from aft have now been etc. welded to the upper part of floors. The removed cement has also been renewed.

E/B.

N.E. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dumped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

