

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

(Received at London Office 11 MAY 1942)

of writing Report 19 When handed in at Local Office 4/5/42 Port of NEWCASTLE-on-TYNE

Survey held at South Shields. Date, First Survey 30 March Last Survey 28 April 1942

on the Machinery of the Wood, Iron or Steel S.S. "LLANOYER" (No. of Visits 4)

Gross 4959 Vessel built at Sunderland By whom Barham & Sons, Ltd. When 1928. 3.

Net 2982 Engines made at Stockton By whom Blain & Co. Ltd (1926) When 1928.

460 Boilers, when made (Main) 1928. (Donkey) 1928.

3. Owners Anne Thomas S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

1. Managers E. Thomas Radcliffe & Co. Port London. Voyage

180 lbs. If Surveyed Afloat or in Dry Dock Dry & afloat.

120 lbs. (State name of Dock.) Middle Docks & Eng. Co. Ltd.

Report No. Port Docking.

Particulars of Examination and Repairs (if any) M.B.S. and G.E.

at Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

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

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

" Donkey " " " No.

is not done, state for what reasons? Donkey Bl. under steam. (Reported to have been examined in New York).

Parts of the Boilers could not be thus thoroughly examined?

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

at date of internal examination of each boiler Main Bls. 1-4-42.

urveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? Efficient. 180 lbs/sq"

urveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

urveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the Donkey Boilers?

urveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

urveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

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?

now been changed? No If so, state reasons

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?

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

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

the Surveyor examine the generators, motors, switchgear, cables and fuses? Electrical Report attached.

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

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

me:- Vessel placed in drydock, propellers and outside fastenings examined and found efficient.

- Main Boilers examined internally and externally complete with manholes, doors, fastenings

all mountings. Safety Valves adjusted to above stated pressure.

Main Engines, H.P. and L.P. cylinders, pistons and rods examined.

Windlasses examined. Air & Condensers examined & tested.

s Representative states that Machinery has been giving satisfaction. Main and Auxiliary

inary now examined under working conditions and found efficient.

above items could, in my opinion, be considered for special survey, if desired by the

al Observations, Opinion, and Recommendation:- The Machinery of this vessel, as far as

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.S.M.S. 9, 11, & L.M.C. 9, 11, or

ELMC 140 lb., F.D., &c.)

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

record of survey M.B.S. 4, 42 and "Examined 4, 42" (for 12 months).

Form attached Rpt 8.

(per Section 29) M.B.S. £ 4 : 0 : 0 Fees applied for

mage or Repair Fee (if any) £ Received by me,

(per Section 29.) £

expenses (if chargeable) £

ittee's Minute

ed

2.4.42 Asst. Surveyor

4.4.42 Subject

© 2020

E. Wilson.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W189-0149 (1/2)



LLANOVERElectrical Installation.

General examination and wear and tear repairs.

The No. 1 generator was removed overhauled and repaired.

Faults were removed on the navigation circuits, telegraph light, cylinder lights in the engine room, cargo plugs and sockets, and the aft accommodation lighting.

On completion of the work the equipment was tested under working conditions with satisfactory results, the insulation resistance of all apparatus and circuits was measured and found good. — In my opinion this equipment is in good working order and safe working condition.

W. G. Connell



© 2020

Lloyd's Register  
Foundation