

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

(Received at London Office 22 SEP 1942)

Date of writing Report 18th June 1942. When handed in at Local Office 19 Port of PORT NATAL
 No. in Survey held at PORT NATAL. Date, First Survey 11th April Last Survey 6th May 1942 (No. of Visits 5)
 on the Machinery of the Steel TWIN SC. S.S. "LLANDAFF CASTLE"
 Gross 10799 Vessel built at Belfast By whom Workman, Clark & Co. Ltd. Year 1926 Month 12
 Net 6538 Engines made at do By whom do When 1926
 Nominal Horse Power 1086 Boilers, when made (Main) 1926 (Donkey) ✓
 No. of Main Boilers 5 Owners Union Castle Mail S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers do Port London Voyage ✓
 Team Pressure In Main Boilers 220 lb. If Surveyed Afloat yes (State Name of Dock.)
 In Donkey Boilers ✓

Last Report No. 3599

Port PCTParticulars of Examination and Repairs (if any) Completion of Boiler Survey.

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.

In 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? yes

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

If this was not done, state for what reasons?

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

So 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 P&S Ford 11/4/42. P.AET 17/4/42. C.AET 23/4/42 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes as above To what pressure were they afterwards adjusted under steam? 220 lb.

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? yes as above 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? yes as above and of the Donkey Boilers? ✓

Is screw 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? ✓

Is shaft now been changed? ✓ If so, state reasons.

Is 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? ✓

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Is 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 complete.

The Port and Starboard Ford Boilers; Port and Centre after Boilers were examined internally and externally with their mountings and found or placed in good condition.

The safety valves of all Boilers were adjusted, under steam, to the above pressure.

Minor repairs were recommended and efficiently carried out. The stoppered holes in the aux. Boiler as per S.R.L. were renewed, and it is recommended that this item be deleted from the S.R.L. in the case of this Vessel.

This now completes the Boiler Survey commenced 19th January 1942 at Port Natal. P.T.O.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel is

(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, etc.; thus, for example, B.S. 9.11, B. & M.S. 9.11, L.M.C. 9.11, or LMC 140 lb., F.D., etc.)

is, in my opinion, to remain as at present classed with record of avg. B.S. 1.42.

Survey Fee (per Section 29) Completion of D.S. £ 8 : 8 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £

Travelling expenses (if chargeable) £ 7 : 6

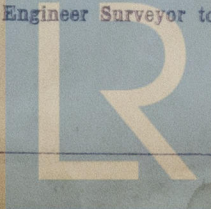
Committee's Minute As now

Signed As now

Fees applied for 7/5/1942

Received by me, 19

Acting Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W193-0036

BS due 5.41 partly held 1.42, now
completed.

Stoppers tubes in the auxiliary
boiler renewed.

Some parts of main engines examined.

It is submitted that
this vessel is eligible for
THE RECORD, BS 1.42 without
special conditions.

Starb^d. screw shaft due
2.42 to be examined at
next dry docking. - Approved.

Note - examination of all
crankshaft-journals and
1st I.P. & 2^d crankpins of
Starb^d. main engine at
next SS No. 1 due 5.43.

N.Y.
28/9/02.

at the request of the Superintendent Engineer, for the N. B. M. S. S. Co. Ltd.,
the following parts of the Starb^d. Main Engine, which were opened up
for routine overhaul, were examined and found in good condition. -
(1) All main Bearings complete with covers and bolts.
(2) All main Bearings journals.
(3) 1st I.P. and 2^d I.P. crank shaft pins and bolts.
(4) 1st I.P. and 2^d I.P. crank shaft pins bearings and bolts.

Wm Jones



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