

COPY. SUNDERLAND. N° 31217

SUNDERLAND

19th May 1933.

W.H. FRASER & M. CALDWELL

the Owners representative proceed to the Steel Screw Steamer "LLANARTH" 5053 gross tons of London, whilst the vessel lay afloat at Messrs. J. Dickinson & Sons, Ltd., - quay on the 23rd February 1933 and subsequent dates and whilst in dry dock at Messrs. Greenwells on 17th May 1933 and subsequent dates for the purpose of ascertaining the nature and extent of damage stated to have been sustained by grounding off the Archimedes Bank, River Plate, on the 3rd January 1933 whilst the vessel was proceeding from Buenos Aires towards Hamburg and the propeller striking a submerged object whilst the engines were running astern in efforts to refloat the vessel. For further particulars see Ship's Log.

On examination the following machinery damage was found and recommendations made:-

FOUND.

One blade of solid bronze propeller broken off at the root.

RECOMMENDED.

Spare cast iron propeller to be temporarily fitted.
Tail Shaft to be drawn and examined in lathe.



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COPY.

FOUND.

Stern bush wood worn

1/16".

Two studs in stern gland

broken.

Rivets in two aftermost

pedestals for intermediate

shaft bearings slackened.

It was recommended that the whole of the machinery be opened up for examination.

Examination made of all cylinders, pistons, slides, rods, spindles, crank, thrust and intermediate shafting and bearings throughout, condenser, air, circulating, feed and bilge pumps and their valves, auxiliary pumps and steering engine.

The following damage was found and recommendations made:-

FOUND.

White metal in top half

of H.P., bottom half of

L.P., and top half of L.P.,

bottom end bearings broken.

Feed pump rams badly scored.

Large pump rams scored.

One suction valve lid on forward

bilge pump badly scored and one

suction seat loose and lid badly

scored on aft bilge pump.

Air pump head, foot, and bucket

valves and seats scored.

Condenser fouled.

RECOMMENDED.

Bush to be rewooded on lower

half.

To be renewed.

120 Rivets to be renewed in

pedestals.

RECOMMENDED.

To be re-metalled and refitted.

To be renewed. Gland and neck

bushes to be renewed to suit.

Metallic packing to be renewed.

To be skimmed up. Gland and

neck bushes to be renewed.

To be renewed.

To be faced up and refitted.

Tubes to be drawn for cleaning

and afterwards repacked and

condenser tested.



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COPY.

UND.RECOMMENDED.

at shoe white metal

Thrust shaft to be lined up

d.

and six Muntz Metal Liners

to be fitted in shoes.

st Pump. Kinghorn

3 Sets to be renewed.

s (Suction & Delivery)

scored.

To be renewed.

t rings badly scored.

To be renewed.

al Service Pump. Bucket

badly scored.

To be renewed.

ating Pump. Junk ring of

broken.

el water service pipes

To be renewed.

s water service pipes for

To be repaired.

broken.

mination in dry dock the following hull damage was found and

mendations made:-

ND.RECOMMENDED.

to be lifted for

Found in order.

ation.

th of bilge keel 21'6"

To be removed faired and replaced.

gth buckled.

brake block on steering

To be renewed.

badly scored.

lead pipe in cross

Wipe joint and refit.

broken.

ks opened for examination, sundry studs and nuts renewed and

ards closed up.

rivets through frames

26 Rivets to be renewed.

side of aft peak tank

on deck under steering

found slack.

alf of eddy breaker missing

f loose.

A number of rivets to be renewed.

Lower half renewed. Upper portion

rewelded.

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COPY.

4

regarding recommendations have been made with a view to placing vessel in a similar condition as prior to the casualty being sustained and have now been carried out satisfactorily.

Machinery:- 23 - 8 - 0.

Hull:- 23 - 3 - 0.

W. L. L. v. M. Caldwell.

SURVEYORS TO LLOYD'S REGISTER OF SHIPPING.

The Surveyors proceeded to the Steel Screw Steamer "LANARTH" at Glasgow, S. Dickinson & Sons, Ltd., on the 23rd February 1933 and subsequent dates whilst in dry dock at Glasgow, Dumbarton on 17th May 1933 and subsequent dates for the purpose of ascertaining the nature and extent of damage sustained to have been sustained by grounding off the Aberdeen Bank, River Plate, on the 1st January 1933 whilst the vessel was proceeding from Buenos Aires towards Hamburg and the propeller striking a submerged object whilst the engine were running astern in efforts to reflect the vessel. For further particulars see Ship's Log.

On examination the following machinery damage was found and recommendations made:-

One blade of solid bronze propeller broken off at the root.

Spoke and iron propeller to be temporarily fitted. Tail shaft to be drawn and examined in detail.



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