

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.

RECOMMENDED.

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

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.

FIND.

at shoe white metal
 d.
 Pump. Kinghorn
 s (Suction & Delivery)
 scored.
 rings badly scored.
 Service Pump. Bucket
 badly scored.
 Pump. Junk ring of
 broken.
 water service pipes
 water service pipes for
 broken.

RECOMMENDED.

Thrust shaft to be lined up
 and six Muntz Metal Liners
 to be fitted in shoes.
 3 Sets to be renewed.

 To be renewed.
 To be renewed.
 To be renewed.
 To be renewed.
 To be repaired.

in dry dock the following hull damage was found and
 recommendations made:-

FIND.

to be lifted for
 ation.
 th of bilge keel 21'6"
 gth buckled.
 brake block on steering
 adly scored.
 lead pipe in cross
 broken.
 ke opened for examination, sundry studs and nuts renewed and
 rds closed up.
 rivets through frames
 side of aft peak tank
 on deck under steering
 found slack.
 alf of eddy breaker missing
 loose.

RECOMMENDED.

Found in order.

 To be removed faired and replaced.

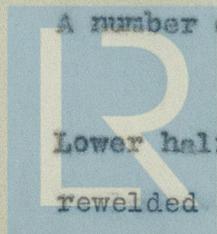
 To be renewed.

 Wipe joint and refit.

 26 Rivets to be renewed.

A number of rivets to be renewed.

Lower half renewed. Upper portion
 rewelded.



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SUNDERLAND No 210

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

Machinery:- £8 - 8 - 0.
Hull:- £3 - 3 - 0.

W. Haser v M. Caldwell.

SURVEYORS TO LLOYD'S REGISTER OF SHIPPING,

The Surveyors proceeded to the Steam Screw Steamer
affiliated at Messrs. J. Dickinson & Sons, Ltd., on the
23rd February 1933 and subsequent dates whilst in dry
dock at Messrs. Beworth's on 17th May 1933 and subsequent dates
for the purpose of ascertaining the nature and extent of damage
claimed to have been sustained by grinding off the propeller
head, 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 was
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:-

- | | |
|--|---|
| <p>Propeller
One blade of mild steel
propeller broken off at the
root</p> | <p>Propeller
Space cast iron propeller
to be temporarily fitted.
Tail shaft to be driven
and secured in place.</p> |
|--|---|



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