

COPY.

SUNDERLAND. N<sup>o</sup> 31217

SUNDERLAND

19th May 1933

*Cancelled*

W. H. FRANK & H. 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 reflect 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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## FOUND.

Stern bush wood worn  
 5/16".  
 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  
 and auxiliary pumps.

The following damage was found and recommendations made:-

## FOUND.

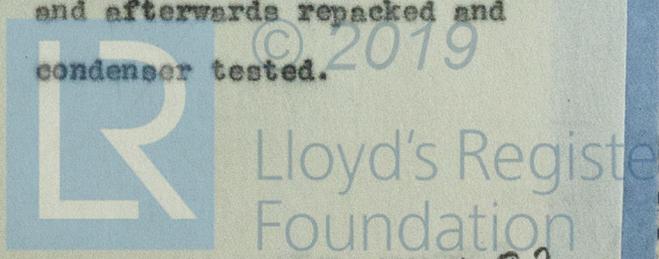
White metal in top half  
 of H. P. bottom half of  
 L. P. and top half of L.P.  
 bottom end bearings broken.  
 Feed pump rams badly worn  
 Bilge pump rams worn  
 Suction valve lid on forward  
 bilge pump badly worn and one  
 suction seat and lid badly worn  
 on aft bilge pump.  
 Air pump head, foot and bucket  
 valves and seats worn.  
 Condenser fouled.

## RECOMMENDED.

Bush to be rewooded on lower  
 half.  
 To be renewed.  
 120 Rivets to be renewed  
 in pedestals.

## RECOMMENDED.

To be remetalled 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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RECOMMENDED.

Thrust shaft to be lined up and 6 Muntz Metal Liners to be fitted in shoes.

3 Sets to be renewed.

To be renewed.

To be renewed.

To be renewed.

RECOMMENDED.

20 Rivets to be renewed.

A number of rivets to be renewed.

Lower half renewed. Upper portion rewelded.

shoe white metal

at Pump.

orn valves

(on & delivery)

worn.

rings badly worn.

Service Pump.

rings badly worn.

ating Pump.

ing of piston broken.

ination in dry dock the following hull damage was found

ommendations made:-

rivets through frames

side of aft peak

aking.

on deck under steering

found slack.

alf of eddy breaker

. Top half loose.

egoing recommendations have been made with a view to placing

sel in a similar condition as prior to the casualty being

ed and have now been carried out satisfactorily.

achinery:- £8 - 8 - 0.

all:- £3 - 3 - 0.

*J. H. Law v M. Caldwell.*

SURVEYORS TO LLOYD'S REGISTER OF SHIPPING.



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