

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

No. 22434

JUN 21 1940

Date of writing Report 19-6-1940 When handed in at Local Office 19-6-1940 Port of SWANSEA
No. in Reg. Book. Survey held at PORT TALBOT Date, First Survey 15-6-1940 Last Survey 15-6-1940
28605 on the Machinery of the Wood, Iron or Steel "LLANISHEN" (No. of Visits ONE)

Tonnage { Gross 5053 Net 3015 Vessel built at SUNDERLAND. By whom BARTRAM & SONS LD. Year. Month. 1929-6
Engines made at STOCKTON By whom BLAIR & CO (1926) LD When 1929
Boilers, when made (Main) 1929 (Donkey) 1929
No. of Main Boilers 3SB (SPE) Owners W. RADCLIFFE & S. CO. LD. & WYNNSTAY S.S. CO. LD. Owners' Address
No. of Donkey Boilers ONE Managers E. THOMAS RADCLIFFE & CO. (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 Port LONDON Voyage
in Donkey Boilers 120 # Surveyed ~~in~~ in Dry Dock PORT TALBOT D.D. (State name of Dock.)

Last Report No. Port Particulars of Examination and Repairs (if any) DKG & T.S.

(Periodical surveys, when held, must be reported in detail and seriatim 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 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?

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?

Also 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

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? YES. Is it fitted with continuous liner? YES.

Has shaft now been changed? No. If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft 15-6-40 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.

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

Has 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.

How done
Vessel placed in dry dock, propeller and outside fastenings of sea connections examined. Screw shaft drawn inboard and examined; lower half of stern bush re-wooded.

General Observations, Opinion, and Recommendation:— This vessel's machinery (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, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or CS 8,34, 140 lb., F.D., &c.)
so far as now seen is in safe working condition and eligible in my opinion to remain as now classed with fresh record T.S. (c.l.) 6-40.

Survey Fee (per Section 29) £ : Fees applied for 19-6-1940
Special Damage or Repair Fee (if any) (per Section 29.) £ :
Travelling expenses (if chargeable) £ : 8/0
Received by me, 19

Committee's Minute FRI. 28 JUN 1940
Assigned As now

T. J. Morris
Engineer Surveyor to Lloyd's Register of Shipping.

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned above expired.	Machinery and Boiler Surveys (including date of N.B., if any).
1100A1. with freboard 9.39 S.S. NWC N ^o 2-38		+LMC MS. 2-38 BS. 1-40 T.S.(c.l.) 2-38

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to



W57-0140

It is submitted that
this vessel is eligible to
remain as CLASSED.
S. 640

Ym
26.6.40

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