

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

No. 22434

JUN 21 1940

(Received at London Office)

Date of writing Report 19-6-1940

When handed in at Local Office 19-6-1940

No. in Reg. Book. Survey held at PORT TALBOT

Date, First Survey 19-6-1940

Last Survey 15-6-1940

(No. of Visits ONE)

28605 on the Machinery of the Wood, Iron or Steel

LLANISHEN

Tonnage { Gross 5053

Net 3015

Vessel built at SUNDERLAND.

By whom BARTRAM & SONS LD.

Year. Month.

Nominal Horse Power 460

Engines made at STOCKTON

By whom BLAIR & CO (1926) LD

When 1929-6

No. of Main Boilers 3SB (S)

Boilers, when made (Main) 1929

(Donkey) 1929

No. of Donkey Boilers ONE

Owners W. RADCLIFFE & S. CO. LD. & WYNNSTAY & S. CO. LD.

Steam Pressure in Main Boilers 180

Managers E. THOMAS RADCLIFFE & CO

in Donkey Boilers 120

Surveyed 15-6-40 in Dry Dock PORT TALBOT D.D.

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
1100A.I. with freboard 9.39		+LMC
S.S. Nwc N°2 -38		MS. 2-38
		BS. 1-40
		T.S.(CL) 2-38

Last Report No. Port

Particulars of Examination and Repairs (if any) DKG & T.S.

(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?

" " Donkey " " "

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

Present condition of funnel(s)

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

To what pressure were they afterwards adjusted under steam?

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?

, 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?

, and of the Donkey Boilers?

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

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is shaft now been changed? No. 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 15-6-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft CLOSE

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?

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 XLMC 140 lb., F.D., &c.)

so far as now seen is in safe working condition and eligible in my opinion to remain as now classified with fresh record T.S.(CL) 6-40.

Survey Fee (per Section 29)

£

Special Damage or Repair Fee (if any)

£

Travelling expenses (if chargeable)

£

Committee's Minute

FRI. 28 JUN 1940

Assigned

As now

Fees applied for

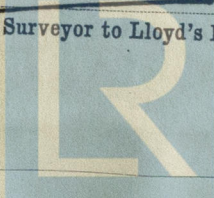
19-6-1940

Received by me,

19

T. J. Morris

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W57-0140

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

Ym
26.6.40



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