

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16/2/1940 When handed in at Local Office 16 FEB 1940 Port of NEWPORT, MON.

No. in Reg. Book 2860 Survey held at NEWPORT, MON. Date, First Survey 1/2/40 Last Survey 15/2/1940 (No. of Visits 4)

On the Wood, Iron or Steel S.S. "LLANFAIR"

TONNAGE: GROSS 4966 Built at Sunderland By whom Batham & Sons, Ld. When 1928 YEAR. MONTH. 7
UNDER DK. 4575 Owners Lwinborne S.S. Co. Ld. Owners' Address London
NET 2985 Managers Evans Thomas Radcliffe & Co Port belonging to London

Surveyed Afloat or in Dry Dock? BOTH Name of Dock TREDEGAR D. DOCK Destined Voyage ALEXANDRA DOCK
Cell/D/Bor/DBa feet; u/E&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.
Last Report, No. 52910 Port Cff

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1 5,39</u>	<u>LM.C. 11,36</u>
<u>CS. 2-36</u>	<u>BS. 9,38</u>
	<u>TS. 5,39 C.L.</u>

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined.
Society's Freeboard (if assigned, as painted on Ship and now verified) 3 ft. 4 in.
YES. NOT REQUIRED. Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE'S CONDITION.

Damage stated to have been caused by collision with one of H.M. vessels in the River Mersey on the 26th January 1940.

NOW DONE Vessel placed in dry dock the bottom and Rudder, cleaned and examined.

DAMAGE The following plates on port side were found indented
to 5 Plate in 4th stroke below sheerstrake
to 6 Plate in 5th stroke below sheerstrake
to 5 & 6 Plates in 6th stroke below sheerstrake.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	<u>GOOD</u>	<u>IN HOLDS</u>	<u>GOOD</u>	<u>GOOD</u>	<u>GOOD</u>	<u>GOOD</u>	(State if on Fore.)
Caulking of Decks	"	Ceiling	"	Cost Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	Boats	"
Beams & Fastenings	<u>IN HOLDS</u>	Rudder	<u>GOOD</u>	Scuppers	"	Masts, Yards, &c.	<u>GOOD</u>
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	<u>GOOD</u>	Condition, how ascertained	<u>FROM DECK</u>
" " in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed)	"
Frames	<u>IN HOLDS</u>	Have pumps been examined and found efficient?	"	Planking	"	Equipment letter	<u>Z</u>
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Anchors, No. of	<u>28 15</u>
Longitudinals	"	Have Watertight Doors been examined and found efficient?	"	Treenails	"	Cables (State if now ranged)	<u>NO</u>
Transverses	"	Have Ventilators and their Coamings been examined and found efficient? <u>YES</u>	"	Breasthooks & Stemson	"	" length <u>STATED</u> mean diamr.	"
Floors	"	Air and Sounding Pipes	"	Transoms, Pointers & Crutches	"	" Rule length <u>COMPLETE</u> size	"
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	Chain Locker	"
Stringers	"		"	" " at other places	"	Hawsers & Warps	<u>SUFFICIENT</u>
Inner Bottom Plating	"		"	Stringers, Clamps & Shelves	"	Standing and Running Rigging	<u>EFFICIENT</u>
Have the Tanks been examined internally?	"		"	Salting	"	Sails	"
Have the Tanks been tested?	"		"	(State if examined.)	"		"

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
This vessel is in an efficient condition and eligible in my opinion to remain as classed with fresh record of survey 2.40., subject to no 2 20. Jank top plating to fair and indented shell plating (P.S.F) to deal with at Owners convenience. 1 Down anchor to supply

Survey (per Section 29)	£				Fees applied for, <u>16 Feb 1940</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£	2	2	0	Received by me, <u>19</u>
Travelling Expenses (if chargeable)	£				
Second Surveyor's Fee (if any)	£				

Committee's Minute note p 6
Character Assigned P.S.F. 100A1 Subject 52.40
Surveyor to Lloyd's Register of Shipping. St. Lunsden
Lloyd's Register Foundation W57-0192

