

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

Date of writing Report 16<sup>th</sup> Feb. 1940 When handed in at Local Office 16 FEB 1940 (Received at London Office) Port of NEWPORT, MON.

No. in Reg. Book 28602 Survey held at NEWPORT, MON. Date, First Survey 3<sup>rd</sup> Feb. Last Survey 16<sup>th</sup> Feb. 1940 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "LANFAIR"

Tonnage { Gross 4966 Vessel built at Sunderland By whom Balgam & Sons, Ltd. Year. Month. 1928 7  
 Net 2085 Engines made at Stoerston By whom Blair & Co. (1928) When " " "  
 Nominal Horse Power 460 Boilers, when made (Main) 1928 (Donkey) 1928  
 No. of Main Boilers 3 Owners Wimborne S.S. Co. Ltd. Owners' Address London  
 No. of Donkey Boilers 1 Managers Evan Thomas Radcliffe Port Rondon Voyage  
 Steam Pressure in Main Boilers 180 If Surveyed Afloat Yes or in Dry Dock Tideys. D.O. & Alms Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)  
 in Donkey Boilers 120 DA

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) B.S. & 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 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? Yes.

" " Donkey " " " Yes.

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 D.B. 6-2-40. S.B. 6-2-40 P.P.B. 9-2-40 Present condition of funnel(s) efficient.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? not adjusted

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has 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? /

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

Has 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? /

Date of examination of Screw Shaft 3-2-40 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? /

Was 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

Vessel in dry dock. Propeller, Propeller shaft, stem bush and gland and all outside fastenings examined & found in order. Stem bush renewed.

Main & Donkey boiler opened out and examined together with their safety valves and other mountings and all found in good order.

Main Boiler safety valves adjusted & boiler examined under steam and found satisfactory.

Repair - Donkey Boiler, 24 screwed stays renewed. There was not sufficient time to raise steam on the Donkey boiler at this time, but will be done on next voyage.

General Observations, Opinion, and Recommendation: Certain from her present voyage

(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, X L.M.C. 9,11, or X L.M.C. 149 lb., F.L., &c.)

The Machinery of this vessel so far as now seen is eligible to remain as classed with Records of Tail shaft Sec 2.40. and B.S. 2.40 on completion of Survey.

Survey Fee (per Section 29) B.S. £ 5:0:0 Fees applied for 16 Feb 1940

Special Damage or Repair Fee (if any) (per Section 29.) £ \_\_\_\_\_

Travelling expenses (if chargeable) £ \_\_\_\_\_ Received by me, \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Assigned Deferred

Engineer Surveyor to Lloyd's Register of Shipping. D.W. Macfarlane

Lloyd's Register Foundation W57-0194