Rpt. 1.

STEEL STEAMER ~~or MOTORSHIP~~.

30 JUN 1928

Received at London Office .....

State if Report has been sent on the Freeboard of the Vessel Yes.

State if Report is sent on the Machinery of the Vessel Yes. from Middlesbrough

Date of completion of report June 29th 1928. Port of Sunderland. No. 29779

Survey held at Sunderland. Date First Survey 4 Nov. 1927 Last Survey 25 June 1928

On the (State if Machinery Aft and if Single, Twin or Triple Screw) Single Screw Steamer "LLANFAIR" Machinery amidships.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Comb. B & T.

TONNAGE under Tonnage Deck 4574.65.

Do. of space or spaces between Tonnage Dk. and Upper Dk. ✓

Total ✓

Gross Tonnage 4966.34.

Register Tonnage 2985.17.

CLASS + 100 A1. *State if with freebord as condition of Class* No. Goods

Built at Sunderland.

Launched May 4th 1928. Yard No. 263.

Builders Messrs Bartram & Sons Ltd.

Owners The Winborne S.S. Co. Ltd.

Managers .....

(Where necessary to be entered in Reg. Book.)

Residence Cardiff

Port of Registry London

If surveyed while building, afloat, or in dry dock 4.00.

REGISTERED DIMENSIONS.

	FEET.
Length	400.2.
Breadth	53.4.
Depth	26.0.

	FEET.	
Length *from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)*	L	400.0.
Breadth *(greatest moulded)*	B	53.25.
Depth, *at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)*	D	27.83.
1st Longitudinal Number (L × D)	=	11,132.
2nd Numeral L × (B + D)	=	32,432.
Framing Depth "d," *at middle of length. See Sec. 3 (1d)*		24.38.
Proportions—*Depth to Length—Uppermost continuous deck to top of keel*		14.37.
Do. Long Bridge to top of keel		11.16.
Draught Moulded		24'-5".

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
S, Spacing amidships		27		✓
„ from ¾ length to Collision bulkhead		27		✓
„ in peaks		24.		✓
RAMING.				
e Amidships, ~~Angle, E or~~ [N.B.S.	12	3½	.51.	✓
„ Extends up to	Upper	Deck		✓
sed Frame Amidships, Angle		✓		
„ „ Extends up to		✓		
of Framing Girder		12.		
s in Uppermost Continuous 'tween Decks, ~~Angle, E or~~ [	6½	3½	.47.	
	on alternate frame.			
„ **Second 'tween Decks,** Angle, [or [		✓		
„ **Third** „ „ „ „		✓		
ng in Peaks, ~~Angle or~~ [	7	3½	.47	
ter and Spacing of Rivets through Frame and Shell Plating amidships	T/8 - 5½.			
f Frame Joggled	Joggled. Stern to Fr. 121. Not Joggled Forward of Fr. 121.			
G ARRANGEMENTS (Sec. 7), state system and particulars	4 Side Stringers Deep Frames 6×3½×.38 Rev. Fr. 5			Replan
THENING OF BOTTOM FOR-D. State Particulars	Double frame bottoms 4 extra ½ flat intercostals 3 bottom strakes shell midship thickness.			
BOTTOM.				
Depth and thickness at mid-line in Holds		✓		
Height of Brackets at side above base line at toe of frame		✓		
Line Keelson, on Floors, Angles, [or [		✓		
„ „ Through Plate or Intercostal Plate		✓		
„ „ Foundation Plate on Floors		✓		
„ „ Flat Plate Keel Angles		✓		
elsons, No. each side		✓		
„ thickness of Intercostal Plate		✓		
„ Angles		✓		
BOTTOM.				
loors, thickness and spacing	.38. Every 3rd.			
„ „ Are Frame and Reversed Frame joggled ?	Yes.			
Bracket Floors, breadth and thickness at middle line	32×.38.			
„ „ breadth and thickness at margin plate	32×.38.			

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame B.C.	6	3½	.36.	
„ „ Reversed Frame B.C.	5½	3	.34.	
„ „ Vertical Struts [	10×3×3×.38.			
Centre Girder, depth and thickness amidships	42"×.52.			
„ „ top Angles	5	5	.50	
„ „ bottom Angles	6	6	.56.	
Side Girders, No. each side and thickness	One	.38.		
Margin Plate depth (excl. of flange) and thickness	38×.50.			
„ „ Vertical Angle to Tank side Bracket abaft ¼ len. from stem	3½	3½	.43	
„ „ Vertical Angle to Tank side Bracket forward ¼ len. from stem	5	5	.42	
„ „ Gussets, spacing and scantling abaft ¼ len. from stem	Every	3½×3½×.42		
„ „ Gussets, spacing and scantling forward ¼ len. from stem	Every	3½×3½×.42		
Tank Side Brackets, height above base line at toe of Frame and thickness	6"×.44.			
INNER BOTTOM PLATING.				
Breadth and thickness of Middle Line Strake	40×.50.			
Thickness of remainder in Holds	.42			
Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room ?	Yes.			
BEAMS.				
Uppermost Continuous Deck, ~~amidships~~ aft in Wells, ~~Angle, E or~~ [	6½	3½	.40.	
„ „ in way of Bridge, ~~Angle, E or~~ [B.C.	6½	3	.38	
Spacing	Every.			
Second Deck, amidships, Angle, [or [		✓		
Spacing		✓		
Third Deck, amidships, Angle, [or [		✓		
Spacing		✓		
Fourth Deck, amidships, Angle, [or [		✓		
Spacing		✓		
Poop Deck, ~~Angle, E or~~ [	7	3	.35	
Spacing	Every.			
Bridge Deck, ~~Angle, E or~~ [	6	3½	.42	
Spacing	Every.			
Forecastle Deck, ~~Angle, E or~~ [	7	3	.40	
Spacing	Every.			

1m.4.27. T.

© 2019 Lloyd's Register Foundation
WS7-0197(12)

PILLARS AND DECKS.

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	3	
„ in 'tween Decks, Size and Spacing	4½"-3" wide Spaced 2¾-2½ alternate	17" ave between
„ „ „ „ „ Fore	·60 (14) clear	widely Spaced
„ in Holds „ „ aft	·52 ×15" „ ·58 ×16" „ ·48 ×15" „	
„ „ „ „ „		
Centre Line Bulkhead. Stiffeners and Spacing B-1	7×3×·38 bb 12×3½×·53 & ·35	alternate
Plating, thickness of	·30	
STRINGERS AND DECKS. **Uppermost Continuous Deck.** Stringer Plate, breadth and thickness in Wells	74"×1·25-·70	app 166"
„ „ „ „ in way of Bridge	70"×·56-·38	
„ Angle in Wells	6 6 ·78	
Thickness of Plating abreast Deck openings in way of Wells	1.00-·70	
Thickness of Plating abreast Deck openings in way of Bridge	·40-·34	
Thickness of Plating within line of openings	·42-·30	
If Sheathed, material and thickness	No Sheathing	
Second Deck. Stringer Plate, breadth and thickness in Wells	✓	

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge	✓	
Thickness of Plating abreast Deck openings in way of Wells	✓	
Thickness of Plating abreast Deck openings in way of Bridge	✓	
Thickness of Plating within line of openings	✓	
If Sheathed, material and thickness	✓	
Third Deck. Stringer Plate, breadth and thickness	✓	
If Plated, state thickness	✓	
Fourth Deck. Stringer Plate, breadth and thickness	✓	
If Plated, state thickness	✓	
Poop Deck. Stringer Plate, breadth and thickness	54×·30	
Plating, Sheathing, material and thickness	·26 T.Pine 3"	
Bridge Deck. Stringer Plate, breadth and thickness	66×·72-·58	
Plating, Sheathing, material and thickness	·48 No Sheathing	
Forecastle Deck. Combined with B'k. Stringer Plate, breadth and thickness	55×·40.	
Plating, Sheathing, material and thickness	·34. 4" T.P. under windlass only.	

SHELL PLATING.

SCANTLINGS.

STRAKES.	As in Vessel. Amidships. Breadth.	Amidships. Thickness.	Forward. Thickness.	Aft. Thickness.	Any Departure from Approved Plans to be Noted.
	Inches.	Inches.	Inches.	Inches.	
Flat Plate Keel	49	·74	·66	·66	
„ Dblg. (if any)	✓	✓	✓	✓	
Bottom Plating, No. of Strakes 4		·58	·58 ·46 ·56 ·46	·48	
Bilge Plating, No. of Strakes 2		·58	·46	·46	
Side Plating, No. of Strakes 2		·58	·44	·44	
Upper Deck, Sheer-strake in Wells	51	✓	✓	·70	
Upper Deck, Sheer-strake in Bridge	51	·58	·44	·44	
Strake below Sheer-strake in Wells	69	✓	✓	·66	
Strake below Sheer-strake in Bridge	69	·58	·44	·44	
Poop Side Plating				·38	
Bridge Side Plating (2)		·60			
Forec'tle Side Plating			·40.		

RIVETING.

STRAKES.	Edges. State if joggled? No. Single or Double.	Rivets. Diam. Inches.	Rivets. Spacing cr. to cr. Inches.	Butts. No. of Rows of Rivets.	Rivets. Diam. Inches.	Rivets. Spacing cr. to cr. Inches.	Strapped or Lapped.
Flat Plate Keel	Double	1	3 7/8	4R	1	4	Lapped
„ Dblg. (if any)	✓	✓	✓	✓	✓	✓	✓
Bottom Plating, No. of Strakes 4	Double	7/8	3 3/8	3R	7/8	3	Lapped
Bilge Plating, No. of Strakes 2	do	7/8	3 3/8	3R	7/8	3	do
Side Plating, No. of Strakes 2	do	7/8	3 3/8	3R	7/8	3	do
Upper Deck, Sheer-strake in Wells	do	7/8	3 3/8	4R	7/8	3½	do
Upper Deck, Sheer-strake in Bridge	do	7/8	3 3/8	3R	7/8	3	do
Strake below Sheer-strake in Wells	do	7/8	3 3/8	4R+3R	7/8	5 in 3	do
Strake below Sheer-strake in Bridge	do	7/8	3 3/8	3R	7/8	3	do
Poop Side Plating	Single	3/4	3	2R	3/4	2 5/8	do
Bridge Side Plating (2)	Double	7/8	3 3/8	3R	7/8	3	do
Forec'tle Side Plating	Single	3/4	3	3R	7/8	3	do

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 *c*) 6

„ Deck next below ✓

As per Rule 6

	Plating Thickness.	Stiffeners. Vertical. Scantlings.	Stiffeners. Vertical. Spacing.	Stiffeners. Horizontal. Scantlings.	Stiffeners. Horizontal. Spacing.
MIDSHIP BULKH'D, Upper tween decks	✓				
„ „ Second „	✓				
„ „ Third „	✓				
„ „ Holds	·50-·38	12×3½×·50 B.C.M.B.S.	33 30	✓	✓
COLLISION „ (in Hold)	·50-·26	9×3½×·44 B.C.M.B.S.	24	P.S.B. Beams & G.T. Flat	✓
AFTER PEAK „ „	·46-·30	7×3×·44 Bd.	24	P.S.B. Beams & G.T. Flat	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	✓	✓
STEM	Forging	9×2½	Darlington Forge	
STERN FRAME Propeller Post		10×7½		
STERN FRAME Rudder „		9×7½		
RUDDER—A×D		481		
Speed of Vessel	Under 10 Knots			
RUDDER mainpiece at head		10		
„ „ heel		7½		
„ how constructed	Forged			
„ ~~double~~ or single plate	1.08			
„ coupling, vertical or horizontal	Vertical			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth Process

Messrs Consett, Dorman Long, Cargo Fleet, Pease & Partners

Has the Steel been tested as required by the Rules? Yes.

© 2019 Lloyd's Register Foundation

EQUIPMENT No. 34911 LETTER Z.

ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Required by Table 53. Cwts.	Description of Anchor	Makers.	Where and when tested and Superintendent.
30715.	1st Bower ...	60	3	0				48	15	0	0	63-0-0.	Byers' Trufit Stkls	—	L.P.H.S. 26.1.28 J.H.B.
30938.	2nd „ ...	60	2	7				48	15	0	0	63-0-0	" " "	—	L.P.H.S. 11.4.28 J.H.B.
31201.	3rd „ ...	60	0	14				48	10	0	0.	56-0-0.	" " "	—	L.P.H.S. 13.6.28 J.H.B.
	Collective weight.	181	1	21								182-0-0.			
89655	Stream	17	2	4	4	2	3	18	14	1	14	17-2-0.	Ordinary	—	L.P.H.N. 7.2.28 H.G.

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts.	Length and Size per Table 53. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
16638.B	195	2¼	91⅛	127½	492-2-14	682-1-0	270	2¼	Stud-link	—	L.P.H.S. 31.1.28 J.H.B.
15704.A	75	2¼	91⅛	127½	190-2-7						L.P.H.S. 10.3.28 J.H.B.
		Cir.						Cir.			
Iron Stream / ~~Chain~~ Steel Wire	90	4¾		47			90	4¾			

HAWSERS AND WARPS.

Material.	Length and Size supplied. Length. Fathoms.	Cir. Ins.	Breaking Test of Steel Wire. Tons.	Length and Size per Table 53. Length. Fathoms.	Cir. Ins.
TOWLINE...	120	5	59	120.	5.
HAWSERS & WARPS	4-120	3¼	22	2.90.	2¾
"				2.90.	2½.
"					

Steering Gear, Steam John Cryan & Co' Sunderland. **Steering Gear, Hand** Auxiliary tackles & brake gear.

Boats 2 Lifeboats, Cutter, Dinghy **Steering Chains,** Size and Test 1 7/16. 24¾ Tons. **Windlass** Emerson Walker

Ceiling in Holds, thickness and material 2½" W.W. under Hatches **Cargo Battens,** thickness, material and spacing 7"x2" R.W. 9"

Cargo Hatchways.—(Upper Deck) Steel plates and angles **Thickness of Hatches** 3"

Size of **No. 1 Hatchway** (Forward) 33'-9"x25'-0" **No. 2** 33'-9"x25'-0" **No. 3** 29'-3"x20'-0" **No. 4** 36'-0"x25'-0" **No. 5** 33'-9"x25'-0" **No. 6** 9'-0"x10'-0"

Number of **Shifting Beams** ~~and/or Fore and Afters~~ No. 1-7; No 2-7: No. 3-6: No. 4-7; No 5-7. No 6-1.

For Bartram & Sons Ltd.

Builder's Signature Wm. C. Brown Secretary

GENERAL DECLARATION. *It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel* No *(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo* No. *The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.*

This vessel has been constructed in accordance with the approved plans, the Society's Rules and the Secretary's letter. The materials and workmanship are good.
The freeboard has been verified and the marks cut in on the vessel's side.
The double bottoms and peak tanks have been tested. The decks and waterways, bulkheads and tunnel have been hose tested.
The windlass, steering gear, hand pumps and W.T. Doors have been tried & found satisfactory
The following approved plans are forwarded:-
Midship Section, (2) Profile & Decks, Pillars & Girders, Amended Girders, Bulkheads, Pumping Arrangements, Painting Arrangements & Peak Bulkheads. 8 plans.
Sister Ships:- S.S "LLANOVER" & "LLANDILO". Two forging certificates are enclosed.
Please return plans to this Office, for sister ship building.
*. Whilst the vessel was being towed to Middlesbrough for her machinery one anchor and five lengths of cable were lost. On the vessel's return this was replaced P.T.O.

The amount of Entry Fee ..... £ 8 : . . ✓
Special Survey Fee.... £323 : 6 : . ✓
Freeboard 9 : 3 : 4
Travelling Expenses, if any £ : :

Fees applied for, 26 June 1928
Received by me, 13-7-1928 WP

I am of opinion the Vessel should be Classed +100A1.

State whether the Vessel has been built under Special Survey Yes.

Signature Colin Barlett
Surveyor to Lloyd's Register of Shipping.

Hull Certificate ~~to be~~ sent to SUNDERLAND. Date of issue 14/7/28.
Mchy " " Middlesbrough

TUES. 10 JUL 1928

Committee's Minute

Character assigned +100A1.

Lloyd's A+C+ +L.M.C. 7.28 Cr.

Mchy

The Surveyors are requested not to write on or below the Committee's Minute.

© 2019 Lloyd's Register Foundation
W57-01972

GENERAL REMARKS—(*The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.*)

by five lengths of cable from the sister ship building, and one anchor from the same source. When the total weight of anchors was compared with the Rule requirements it was found to be 2 qrs 7 lbs light, 181-1-21 against 182-0-0. In the circumstances the builders request that the anchors now on board be submitted for the Committee's approval for the figure 1.

Damage stated to have been caused through vessel breaking adrift whilst being towed from Sunderland to Middlesbrough for shipping of machinery.

Now Done:- Vessel placed in dry dock, bottom, rudder & stemframe cleaned, examined & coated. No: 1 Hold examined.

Repairs now done:- Port side forward.

Shell:- 4 ft 6 in below sheerstrake No: 3, renewed.
" 2 faired in place.
No: 18 frame from forward faired in place.
Panting stringer face bar removed, faired & refitted.

Damage stated to have been caused through derrick falling on tank top whilst shipping machinery at Middlesbrough.

Now Done:- Tank top in cross bunker examined.
Double bottom tank tested on completion of repairs.

Repairs now done:- One tank top plate cropped and part renewed.

Note:- Satisfactory shift of butts obtained. Owner's Superintendent agreed to repair as carried out.

NB.

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—Weight, Surveyor's Initials, Number of Certificate, Date of Test.

With Kin.

1st Bower 39-3-14. R.W.T. 6742. 13.1.28.
2nd " 38.3.14 G.H. 6942. 30.3.28
3rd " 38.3.14 M.B. 3659 30.5.28.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36.6 ft., R.Q.D. ~ ft., Bridge and ft., Forecastle 318.7 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (*this information is to be given as it should appear in the Register Book*) 1 D ft (STL)

Official No. 160,515.; Signal Letters ..... Is bottom of Vessel coated with cement Yes. if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	137.25	333	Fore peak tank,	20.75	136
Double bottom, under Engines and Boilers,	42.75	187	After peak tank,	26.0	149
Double bottom, if under Engines only,	~		Deep tank, aft,	~	~
Double bottom, if under Boilers only,	~		Deep tank, forward,	~	~
Double bottom, forward,	177.75	621	Other tanks, if fitted,	~	~
	Total capacity of double bottom	1141	(If necessary, furnish further information by sketch.)	~	~

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 5653

Date 17.10.27.

Dates of Surveys held while building

1927. Nov. 4. 8. 9. 10. 14. 17. 21. 23. 24. 29. Dec. 9. 13. 16. 19. 20. 21. 29. 1928. Jan. 4. 10. 17. 20. 23. 25. 27. 31. Feb. 1. 3. 7. 8. 9. 10. 15. 17. 24. 28. Mch. 2. 7. 9. 15. 19. 22. 27. 30. Apl. 3. 17. 20. 24. 25. 27. May 3. 4. June. 12. 18. 20. 21. 22. 25.

Total No. of Visits 57.

© 2019 Lloyd's Register Foundation