

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

(Received at London Office)

of writing Report: 3<sup>rd</sup> March 1943 When handed in at Local Office 3<sup>rd</sup> March 1943 Port of NEW YORK

Survey held at NEW YORK, N.Y. Date, First Survey 10<sup>th</sup> Feb. Last Survey 18<sup>th</sup> Feb. 1943.

on the Machinery of the ~~Wood Iron~~ Steel "LEONARDO DA VINCI." NOW "EMPIRE CLYDE"

Gross 7515 Vessel built at SPEZIA. By whom ANSALDO SAN GIORGIO When 1925.

Net 4205 Engines made at Sempinherena By whom ANSALDO SAMPIERDARENA When 1925.

Boilers, when made (Main) 1925. (Donkey)

Owners MINISTRY OF WAR TRANSPORT. Owners' Address Port MOMBASA Voyage Voyage

Managers CITY LINE, LTD If Surveyed Afloat or in Dry Dock AFLOAT. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom? \_\_\_\_\_

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey " " " " " " " " " " " "

Boilers not prepared for survey.

Parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler \_\_\_\_\_ Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boiler?  To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?  To what pressure were they afterwards adjusted under steam?

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

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

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

Shaft now been drawn and examined?  Is it fitted with continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Shaft now been changed?  If so, state reasons \_\_\_\_\_

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?

Distance of examination of Screw Shaft \_\_\_\_\_ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft \_\_\_\_\_

Is electric light and/or power fitted? yes

Do the parts, when referred to by numbers, should be counted from forward?

Do the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If survey is not complete, state what arrangements have been made for its completion and what remains to be done See below

Two multitubular boilers were stated to be in bad condition & would not be used until repaired & replaced.

Chief Engineer reported trouble throughout voyage with tubes of 4 W.T. boilers.

Done: - Defective tubes plugged & boilers tested by hydraulic pressure.

The boilers are considered to be in safe condition for the voyage to Newport News, Va. where,

stated, complete overhaul & repairs will be effected & the classification survey will be used.

It was recommended that the vessel proceed direct to Newport News, Virginia for permanent repairs to boilers & machinery.

General Observations, Opinion, and Recommendation:—

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 L.M.C. 140 lb., F.D., &c.)

CS 2,34, This report is forwarded for the information of the Committee.

per Section 29) £30:00 Fees applied for Mar 16 1943

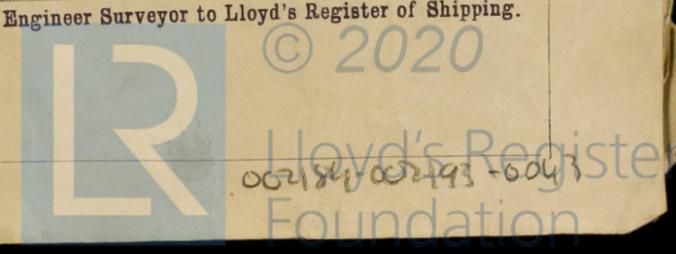
Damage or Repair Fee (if any) £ \_\_\_\_\_ Received by me, c. Macpherson

Expenses (if chargeable) £ \_\_\_\_\_ 19 \_\_\_\_\_ Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute NEW YORK MAR 15 1943

Transmit to London

Rpts to S/S. 15. 9. 43



Classification Survey not advanced

(In position of survey see end of 12/2/43)

27/4/43

Noted

Survey of ... of ...

REPORT  
Survey held  
on the ...  
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Section 29  
Repair Fee  
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Assigned  
K.S.7

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