Rpt. 9.

No. 185751

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office) 13 AUG 1952

Date of writing Report 19 When handed in at Local Office 5 AUG 1952 19 Port of LIVERPOOL

No in Reg. Book. Survey held at Birkenhead Date. First Survey 15/5/52 Last Survey 21st July 1952 (No. of Visits 24)

75696 on the Machinery of the ~~Wood, Iron or~~ Steel S. S. 'SAN LEONARDO'

Tonnage Gross	10641
Net	6318
Nominal Horse Power	1485
No. of Main Boilers	2 (WT)(Spt)
No. of Donkey Boilers	-
Steam Pressure in Main Boilers	500 / 473
in Donkey Boilers	

Vessel built at Portland Or. By whom Kaiser & Co. When 1944

Engines made at Schenectady, N.Y. By whom General Electric Co. When 1944

Boilers, when made (Main) 1944 (Donkey) -

Owners Eagel Oil & Shipping Co.Ld., Owners' Address (if not already recorded in Appendix to Register Book.)

Managers - Port London. Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.) Dry dock & afloat. Clovers No 6 & in river.

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

CHARACTER. ✠ 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)
100A1 5.51.		LMC.6.48.
Classed 6.48		BS. 5.51.
SS.Shl.6,48.		TS.CL.(N)4.49
Carrying petroleum in bulk. Fitted for O.F. F.P. above 150°F.		

WJB

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC & 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 through examination at this time? Yes.

" " Donkey " " " —

SEE SPL. NOTE 8.R.L. (MACHY).

If not, state for what reasons — What parts of the Boilers could not be thus thoroughly examined? —

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 both 27-6-52 Present condition of funnel(s) satisfactory

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 500/473 lb/□"

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

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

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

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes (renewed) Is an approved oil retaining appliance fitted at the after end? No

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 oil retaining appliance fitted at the after end? — State date of examination of Screw Shaft 8th July 52 State the wear down in the stern bush re-wooded Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes.

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Now done Vessel in dry dock propeller sea connections & outside fastenings examined. The screw shaft drawn, liner found worn and now renewed. Shaft skimmed with old liner removed & found in order.

The alternator & main motor bearings thrust & intermediate shafts, The main and auxiliary turbines including control & relay valves, lub. oil pumps, & coolers, main & auxiliary condensers (both tested), alternator & main motor coolers (tested), all pumps, pumping arrangements, oil fuel heaters, pressure & transfer pumps, steering gear & windlass, also air ejectors opened out examined & found or placed in good condition.

Selected main & auxiliary steam pipes examined internally & tested 1000 lb/□".

Both boilers examined internally & externally together

General Observations, Opinion, and Recommendation:—

(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, BS 9,11, B&MS 9,11, ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 3,34

Eligible in our opinion to remain as classed and to have fresh record of LMC 7,52 and TS, CL, 7, 52.

Survey Fee (per Section 23) B.S. 16 — —
M.S. £46 — —

Special Damage or Repair Fee (if any) £10.10 —
Electric Propelling Machinery Survey £13.0.0
Electrical Equipment Survey £9.4.0
Travelling expenses (if chargeable)
Special Attendance Fee £3.3.0

Fees applied for 8 AUG 1952 19

Received by me, 19

N. Chambers. Tol. Horwath.
J.L.V. White. Haaffner.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 12 AUG 1952

Assigned LMC 7.52

S. 7.52

CERTIFICATE WRITTEN.

If a Certificate required? If so, to whom to be sent to

005367-005376-0010

with their mountings, superheaters, doors & fastenings and found or placed in satisfactory condition. Afterwards examined under steam and their safety valves adjusted to 500/473 lbs.

The oil burning installation and fire extinguishing arrangements checked.

Repairs.

Alternator rotor shaft journals skimmed and the bearings re-metalled.
Main motor cooler removed for investigation of leakages. 2 tubes and some header bolts renewed.
New impeller & shaft fitted to main circulating pump.
New impeller shaft to auxil. circulating pump.
Inbd aux. turbine rotor skimmed in way of packing.
One diaphram built up in main turbine where faces wore.
After boiler feed pump rotor renewed (old one bent).
The main injection valve chest built up with c.w. or fitted with doubler patch, at local areas of deep wast.
A number of tubes renewed in the main condenser.

Electric Propelling Machinery

All the electric propelling machinery comprising, alternator, motor, exciter, control gear etc opened up for survey. All parts checked, windings cleaned & generally overhauled, slip rings & commutation ground, bevel gear overhauled. Insulation tested. Equipment tested under full working condition at sea & found satisfactory.

Auxiliary Electrical Equipment.

Installation examined & tested. All motors & control gear opened up, switchboard, transformers, generator, wiring etc examined & tested. All found satisfactory.
Repairs:- Generator overhauled & cleaned commutation skimmed, all motors overhauled cleaned & made good, a number of new bearings fitted. Wiring throughout vessel overhauled faults made good. Loss insulation faults located & removed.

Noted
2/9/52