

REC'D NEW YORK JUL 20 1964

Ship's Name ~~SS~~ "LEONIDAS" Gross tons 13,406.

Is there a rpt. 8? Yes. Port Newport News, Va Rpt. No. 8764.

No. of visits 6. First date 8th July Last date 16th July 1964.

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only)

Date of completing rpt. July 17th, 1964. Surveyed at, if different from Port above Norfolk, Va.

Is a rpt. 9A attached? No. MN 1900 Nature of survey Damage, MBS., SGS, TSN.

Survey fees MBS. \$180.00 Damage fee \$150.00 Expenses \$30.00

SGS. 20.00

Screw Shaft 50.00

S.A. fee -

DOCKING

Propeller Good Sea connections Good ~~OK~~

Fastenings Good Wear down of stern bush 1/32"

Has screw shaft been drawn? Yes. Date of examn. 13th July 1964.

Has shaft been changed? Yes. Has shaft now fitted been previously used? No.

Has shaft now ~~XXXX~~/fitted a continuous liner? Yes ~~XXXX~~

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of

~~XXXXXX, XXXXX OF XXXX~~ (State if oil fired—OF or exhaust gas—EG) MAIN Port & Stbd. 11th July 1964 each boiler.)

Air heaters Good

Superheaters Good

Safety valves Good.

Mountings, doors and fastenings Good.

Safety valves adjusted to Sat Not adjusted.

Spt Not adjusted.

Boiler securing arrangements Good.

Main economisers Good ~~XXXXXX~~

Steam heated steam generators Good. Steam generator safety valves adjusted to Not adjusted.

~~XXXXXX~~ Funnel Good.

~~XXXXXX~~ Were oil burning system & remote controls examined in accordance with rules? Yes.

I recommend that the machinery of this ship remain as classed with/ ~~XXXX~~ fresh record of

MBS.7-64 when the safety valves have been adjusted, SGS.7-64 when the safety valves have been adjusted, TSN.7-64 now; subject to the main condenser water box being further examined and dealt with as found necessary at the next E.S.due 3-65 and to all other conditions at present attached to the machinery's class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

NEW YORK JUL 29 1964

Minute

As now subject to MBS & S.G.S. ply held T.S.(C.N).64 without condition propeller

ALSO FOR

SPL FOR

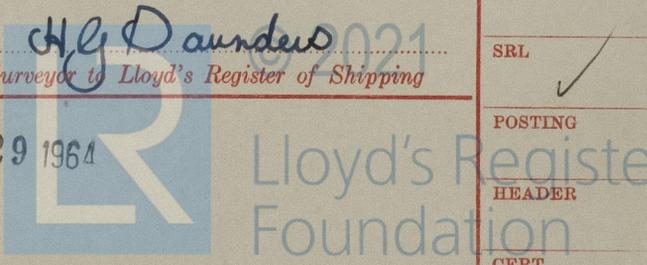
TRO

SRL

POSTING

HEADER

CERT



011595-011602-0186 1/2

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully, under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage, stated sustained December 9th 1963, in consequence of striking a submerged object while on a passage from Puerto Miranda, Venezuelas, to Bahia Las Minas, Panama, in loaded condition.

For further particulars see Log Books.

Now Done for Damage Repairs

Propeller, 4 bladed built up type; two (2) blades approximately 3 ft. missing from each, one (1) blade cracked in two (2) places. Cast iron hub fractured. Fairwater cap broken.

Necessary disconnections made, propeller jumped, and removed ashore for scrap.

Wear down of stern bush excessive, screw shaft removed and liner found worn in way of packing. Owners elected to fit new spare screw shaft.

New screw shaft removed to machine shop, taper machined true, and shaft fitted to new solid bronze 4 bladed propeller without and with key.

Shaft and propeller transported to ship, stern bush wood bored true to fit diameter of new shaft liner, and all assembled in place. Ten (10) new coupling bolts made of tested material supplied and fitted. Stern gland repacked.

New fair water cone supplied by Owners fitted.

Used shaft placed in storage rack on board ship.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept, the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

REC'D NEW YORK JUL 20 1964

Ship's Name ~~SS~~ "LEONIDAS"

Port Newport News, VA Vapt. No. 8764.

Marks on New Propeller:-

Lloyd's No. 9895 Rott.

AH. 20-2-64.

Schroef No. 114495.

D-6000 H. Var. 4280

Drunch Nederland.

Marks on New Shaft:-

Lloyd's No. 2099 Rott.

EMD.

12 - 5 - 64

PR. 388 389.

Wear and Tear Repairs:

Main Condenser water box lower section heavily erroded over an area approximately 2" x 18".)

Steel patch 14" x 48" x 3/8" now fitted to the outside of the water box and secured with countersunk through bolts with nuts on the outside. The whole of the area internally coated with red hand cement.) In my opinion, this is an acceptable temporary repair, but the water box should be specially examined and dealt with as found necessary at the next ES. due 3-65.

One 16" diameter spool piece at inlet side of main condenser water box found heavily corroded, now completely renewed including flanges.)

Main Pump Room 12" diameter sea suction valve starboard side, found heavily corroded, now renewed.

Numerous pipe lines throughout the ship renewed.  
Several sections of cargo tank heating coils renewed.

NOTE:

The port and starboard main boiler drum and superheater safety valves were removed ashore, completely overhauled and adjusted to the correct pressures. However, they were not adjusted in place on the boilers and this remains to be done; also the safety valves of the steam generator.

It was stated by the Owner's representative, that this would be done at Panama, Canal Zone.

Main Circulating Pump completely overhauled and placed in good order.

Other more minor repairs effected.

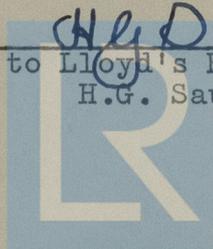
SRL. Appendix No. 13:

Spare T.S. to be specially examined at taper before being used. Item should now be deleted.

SRL. No. 220:

Propeller to be renewed by 5/64 (6 Mos.).  
Item should now be deleted.

*H.G. Saunders*  
Surveyor to Lloyd's Register of Shipping  
H.G. Saunders.



Lloyd's Register  
Foundation