

REC'D NEW YORK JAN 6 1964

20 JAN 1964

Ship's Name SS/~~MS~~ "LEONIDAS" of Monrovia, Liberia Gross tons 13406

Is there a rpt. 8? No. Port Balboa, C. Z. Rpt. No. Boa. 5008

No. of visits 3. First date 12 Dec. Last date 14 Dec. 1963

Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? Yes. Last rpt. (H.Q. only) HQ1208

Date of completing rpt. 24/12/63

Surveyed at, if different from Port above Las Minas Bay, R.P. & Cristobal, C. Z.

Is a rpt. 9A attached?

MN

Nature of survey Propeller damage.

Survey fees

Damage fee

Expenses

\$125.00

\$85.00

\$39.00

S.A. fee

DOCKING

Propeller

Sea connections

Oil gland

Fastenings

Wear down of stern bush

Has screw/tube shaft been drawn?

Date of examn.

Has shaft been changed?

Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner?

Approved oil gland?

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

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG)

MAIN

each boiler.)

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves adjusted to { Sat { Spt

Boiler securing arrangements

Main economisers

Exhaust gas heated economisers

Steam heated steam generators

Steam generator safety valves adjusted to

Forced circulating pumps

Funnel

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

Were oil burning system & remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed with/without fresh record of

survey, subject to the ship's propeller being renewed before the end of May, 1964 (6 mos.limit).

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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

Acting: John A. Mallahan Surveyor to Lloyd's Register of Shipping

Date of Committee NEW YORK JAN 15 1964

Minute

As known subject

Lloyd's Register Foundation

01895-01602-0188

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.

Attended vessel at the request of the agents, Panama Agencies Co., while afloat at Las Minas Bay, R. de P., and later at Cristobal, C. Z., on the 12 December, 1963 and upon subsequent dates, in order to examine and report upon damage to the propeller, alleged to have been sustained on the 9th December, 1963, as a result of the propeller striking a submerged object while on a voyage from Puerto Miranda, Venezuela, to Las Minas Bay, R. de P.

FOUND:

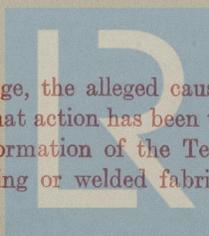
One blade of the propeller was found broken off approximately 30 inches from the end of the blade. The propeller has a cast iron hub with 4 bronze blades.

The Owner's Representative reported that there were no spare blades, and that a new propeller would have to be ordered.

REPAIRS NOW EFFECTED:

The vessel was ballasted to raise the broken blade out of water. The broken blade was cut off and rounded to true up the jagged edge. The opposite propeller blade was then cut off to match the broken blade.

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.



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