

8 AUG 1963

Ship's Name SS/MS "LEONIDAS" Gross tons

56483

Is there a rpt. 8? Port of Rotterdam Rpt. No.

No. of visits First date Last date

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

Date of completing rpt. Surveyed at, if different from Port above

Is a rpt. 9A attached? yes MN Nature of survey MBS/TS(CL)/SGS/CS Repairs & Conv.

Survey fees Damage fee Expenses

S.A. fee

DOCKING

Propeller good Sea connections Oil gland not taken

Fastenings good Wear down of stern bush 1,0 rewooded

Has screw/tube shaft been drawn? yes Date of examn. - 28/5/63

Has shaft been changed? no Has shaft now fitted been previously used? - (Clt 18/11/63)

Has shaft now examined/fitted a continuous liner? yes Approved oil gland? -

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

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN 12-6-63 good Port 12-6-63 good Stbd

Air heaters good P& S

Superheaters good P& S

Safety valves good P& S

Mountings, doors and fastenings good P& S

Safety valves adjusted to { Sat 470 1b P&S { Spt 427 1b P&S

Boiler securing arrangements good

Main economisers good Exhaust gas heated economisers

Steam heated steam generators good Steam generator safety valves adjusted to 135 lb

Forced circulating pumps Funnel effective

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? yes, good

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

See report 9A.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.) M. Th. Putting & E. M. Dudock Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 12 NOV 1963

Minute

See report 9A

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

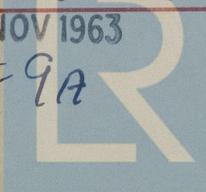
At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled, this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should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

M. Th. Putting & E. M. Dudock

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

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 to have been sustained on the 2nd December, 1962, due to grounding when proceeding to Jacksonville.

Found: securing studs of sternbush sheared, bush loose in sterntube, and sternbush shifted aft hard up against face of propeller boss. Blade tip of propeller found cracked and another blade cracked at flange.

Now done: Screwshaft drawn examined and found good, liner found worn in way of packing gland and now skimmed over full length. Alignment of shafting checked and found misalignment. Main bearings of gearing opened up and checked for alignment, holding down bolts on Main Engine examined, sternbush bored out in new true line until sound metal, sternbush renewed and satisfactory fitted in sterntube. Alignment again examined after repairs and found satisfactory. Propeller satisfactory reconditioned by LIPS.

Note: Owners representatives intended to fit previously used spare screwshaft now. Shaft examined and found cracked at top of cone. Shaft rejected, but left on board the vessel. In my opinion an entry in the SRL Appendix should be made as follows. Spare screwshaft to be specially examined at top of cone before being fitted.

Conversion:
In accordance with approved plan and the Secretary's letter dated 11-4-63, the vessel was converted into an asphalt carrier. The newly installed steam coils were tested after completion and all other pipings and pumps fitted in accordance with the Secretary's Rules and all found satisfactory.

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.