Rpt. 9.

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

No. 41025

Date of writing Report May 5 1941 When handed in at Local Office May 5 1941 (Received at London Office -2 JUL 1941)

No. in Reg. Book 73396. Survey held at Hoboken N.J. Port of New York. Date, First Survey 22nd March. Last Survey 29th April 1941 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel S/S "LEDA" EX DUBA"

Tonnage { Gross 4115 Net 2535

Nominal Horse Power 350

No. of Main Boilers 2

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180

in Donkey Boilers ✓

Vessel built at Sunderland. By whom J. L. Thompson & Sons Ltd. When Year 1910 Month 1

Engines made at S. Fields By whom J. Dickinson & Sons Ltd When 1910

Boilers, when made (Main) 1910 (Donkey) ✓

Owners ~~Compania Leda de Vapores S.A.~~ Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Irish Shipping Ld. Port ~~Havana~~ Dublin Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.) Hall Tuttem & Lang D.D. Co.

Last Report No. Port

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 once expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1		+ LMC - 5.36
7.39.		BS. 7.39.
		CL 5.38.
SS Spt 2nd No 3 - 5.36.		

Insert Character of Ship and Machinery precisely as in the Register Book.

Particulars of Examination and Repairs (if any) LMC · CL

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 has 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 thorough examination at this time? Yes.

" " Donkey " " " ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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 Start 4th April Port 15th April Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 plugs 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 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No If so, state reasons ✓

Is the 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? ✓

State date of examination of Screw Shaft 24th March. State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Close.

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes. Is electric light and/or power fitted? Yes.

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

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

Now done. The Vessel placed on dry dock, propeller, stern tush & its fastenings, sea cocks & valves & their fastenings examined, now good. The Tail Shaft drawn for examination & found good, stern tushing rewooded & Shaft refitted in good order.

Main engine HP IP & LP Cylinders pistons rods, valves & chests, crossheads, valve gear, crank shaft, thrust shaft & intermediate shafting & their bearings examined & found or now placed in good order. Condenser examined & tested, made & proven tight. The Circulating, air, feed bilge & ballast pumps, attached pumps & the pumping arrangement examined & tested under working conditions & found or now placed in good order. The electric installation tested to rule requirements, now good. The Main boilers examined internally & externally together with their valves

General Observations, Opinion, and Recommendation:— The Machinery of the P.T.O.

(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, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 2,34.

Vessel is eligible in my opinion to remain as classed with past record of + LMC. 4.41 and of Tail Shaft Seen (CL) 3.41.

Survey Fee (per Section 29) LMC $110.00 BS 30.00 CL 20.00 ELECT 25.00 £ :

Special Damage or Repair Fee (if any) (per Section 29.) £ :

Travelling expenses (if chargeable) £ : :

Fees applied for 2-5-19 41

Received by me, 5-5 19 41

J. M. Belton & J. A. Moore

Engineer Surveyors to Lloyd's Register of Shipping.

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

Committee's Minute

Signed + LMC - 4, 41.

T. S. 3, 41.

NEW YORK MAY 7 - 1941

CERTIFICATE WRITTEN

012606-012609 - 0048 1/2

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Rpt. 9a.

Port of Continuation of Report No. 41025 dated May 5, 1941 on the

S/S "LEDA"

& mountings, now good. The steam pipes subjected to hydraulic test as per rule & found good.
The Boilers examined under steam & their safety valves adjusted as noted above.
Minor repairs effected.

JMB

Noted
EDA
23/7/41