

(Received at London Office 4-MAR 1949)  
 Date of writing Report 28.2.49. When handed in at Local Office 28.2.49 Port of MARSEILLES.  
 in Survey held at MARSEILLES. Date. First Survey 28.6.48. Last Survey 10.2.49.  
 Book. 6 on the Machinery of the Wood Iron or Steel Screw Steamer "LEANDROS". (No. of Visits 6)

Gross 682 Vessel built at Troon By whom Ailsa S.B.C. Year. Month. When 1900-3  
 Net --- Engines made at Glasgow By whom McKie & Baxter When 1900  
 Main Boilers I Boilers, when made (Main) 1900 (Donkey) ---  
 Donkey Boilers --- Owners Bienvenido S.S.C. Id. Owners' Address ---  
 Pressure --- Managers J. Livanos & Sons Id. (if not already recorded in Appendix to Register Book.)  
 Main Boilers 130lbs Port Panama Voyage Piraeus  
 Donkey Boilers --- If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

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

| CHARACTER.<br>* for Special Survey.<br>Date of last Survey and of<br>Periodical Surveys. | Years<br>assigned<br>now<br>expired. | Machinery and Boiler<br>Surveys<br>(including date of N.B., if any) |
|--|--------------------------------------|---|
| * I00 AI.<br>II.47   |                                      | * IMC I2.4I<br>BS II.47   |
| Examined 8.46  |                                      | TS(CL) 8.46   |
| ss. Bkn. 3rd N°3   |                                      |   |
| I.39.  |                                      |   |

Report No. --- Port ---  
 Particulars of Examination and Repairs (if any) Part Special Survey (D)  
 In all surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of repairs, if any, 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 stated at the end of the report. State also the dates and initials of any letters respecting this case. 8.24.5 & 2.7.48  
 In 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 ---  
 Has 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 " " " ---  
 State for what reasons --- What parts of the Boilers could not be thus thoroughly examined? ---  
 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? ---  
 Latest date of internal examination of each boiler 11th September, 1948. Present condition of funnel(s) efficient  
 Did Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? II5lbs  
 Did Surveyor examine the Safety Valves of the Donkey Boilers? --- To what pressure were they afterwards adjusted under steam? ---  
 Did Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers? ---  
 Did Surveyor examine the drain plugs of the Main Boilers? --- and of the Donkey Boilers? ---  
 Did Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers? ---  
 Has screw shaft now been drawn and examined? no Has it a continuous liner? --- Is an approved oil retaining appliance fitted at the after end? ---  
 Has it now been changed? --- 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 --- State the wear down in the bush 4.5m/m Is electric light and/or power fitted? --- If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ---  
 Has insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ---  
 Engine parts, when referred to by numbers, should be counted from forward.

ONE:- Vessel placed in dry dock. Propeller (four blades broken at tips) after end of stern bush down, as above, sea connections opened up for examination and underwater fastenings examined. Examined internally and externally together with principal mountings, manhole doors and their fastenings. Drilling not completed. Safety valves adjusted to II5lbs on account of condition. Engine cylinders, pistons, slide valves, rods and spindles, top and bottom end bearings, main bearings (top halves) examined.  
 (a) Done at this time:- M.E. LP bottom end bearing renewed. M.E. HP & LP valves spindles and M.E. driven pumps plunger rebushed.  
 (b) Deferred at the Owner's Request: HP back column (SRL) and M.E. driven circulating pump (now disconnected). To remove M.E. crank and thrust shafts for examination of bottom halves bearings. Renew propeller and examine screw shaft - Renew bottom part of boiler front plate and complete drillings of shell, furnaces, combustion chambers, etc. as recommended.

Completion of the above examination and repairs, short machinery basin trials were satisfactorily carried out.  
 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.)  
 The machinery of this vessel, so far as now seen, is in efficient condition and eligible, in my opinion, to remain as classed, without fresh record of survey, subject to the boiler working pressure being kept to II5lbs/sq.inch, until all outstanding survey requirements are dealt with, as recommended, not later than the 10th March, 1949.

Fee (per Section 29) Pt. LMC. Frs. II.300 Fees applied for II.2.49  
 Damage or Repair Fee (if any) Frs: 2.500 Frs. I7.300  
 Telegrams Frs: 2.000 Received by me, ---  
 Printing expenses (if chargeable) Frs: 1.500 I4.2.49

*[Signature]*  
 Pierre FONDEUR  
 Engineer Surveyor to Lloyd's Register of Shipping.