

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

2 DEC 1942

Date of writing Report 4-11-42 19 42 When handed in at Local Office 10 Port of ST. JOHN'S N.F.L.

No. in Reg. Book 23232 Survey held at ST. JOHN'S N.F.L. Date. First Survey 6-10-42 Last Survey 27-10-42 19 42  
(No. of Visits 5)  
on the Machinery of the Wood, Iron or Steel S.S. "EMPIRE LEOPARD"

Tonnage { Gross 5676 Vessel built at SEATTLE, WASH. By whom SKINNER & EDDY CORP<sup>N</sup> When 1917-12  
Net 3522 Engines made at Do By whom PUGET SOUND MCHY DEPT. When

Nominal Horse Power 549 Boilers, when made (Main) (Donkey)  
No. of Main Boilers Owners MINISTRY OF WAR TRANSPORT. Owners' Address  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers MARITIME SHIPPING & TRADING CO. LD. Port LONDON. Voyage  
Steam Pressure in Main Boilers 210 If Surveyed Afloat or in Dry Dock  
(State name of Dock.)

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

Last Report No. Port CHARACTER. 100 A.I. Machinery and Boiler Surveys (including date of N.B., if any) BS. 5-41

Particulars of Examination and Repairs (if any) STEER<sup>o</sup> ENG. RPRS. RECLASSIFICATION CONTEMPLATED 1-42. T.S. (CL) N. 8-40  
EXAMINED 11-41

In damage 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.

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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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 Present condition of funnel(s)

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

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? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has 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. State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted

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?

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

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

At request of Master, attended on board to ascertain nature & extent of repairs necessary to steering engine.

FOUND: Steering engine piston rod thread stripped in crosshead, aft side. Temporary repairs effected at sea by fitting pin through crosshead and piston rod. Main engine M.P. valve rod balance piston slack and cylinders burred.

NOW DONE: Steering engine piston rod and crosshead renewed, aft side. Forward side opened out in way of crosshead, found to be in satisfactory condition, & refitted. M.P. balance piston cylinders removed ashore, rebored & new piston and rings fitted.

General Observations, Opinion, and Recommendation:— This vessel's machinery, as now seen

(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 L.M.C. 140 lb., F.D., &c.)

is in safe working condition and eligible in my opinion to remain as now classed without fresh record of survey.

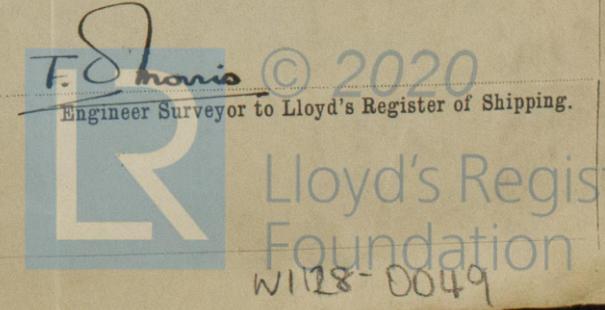
Survey Fee (per Section 29) £ : : Fees applied for 10-10-42 19

Special Damage or Repair Fee (if any) (per Section 29.) \$30.00 Received by me, 30-10-42 19

Travelling expenses (if chargeable) \$ 2.00

Committee's Minute

Assigned No action



Vertical text on the left margin: Register, Recommendation, been, recom

Vertical text on the right margin: Insert Character of Ship and Machinery precisely as in the Register Book

Vertical text on the far right margin: As a Certificate required by I.S.O., to be sent to

17 balance cylinder & piston refitted.  
Steering engine placed in order.  
Survey for reclassification partly  
held 8.41 not advanced.

It is submitted that this  
vessel WILL BE eligible  
for the record, + LMC - MS 8.41  
on completion of survey.

Vessel reported sunk.

L.H.  
15/12/42

2 5.00 30.00-8  
10.00 10.00-8

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