Rpt. 9.

No. 3004

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 When handed in at Local Office 19 Port of ST. JOHN'S NFL.

No. in Reg. Book. ~~23232~~ 73291 Survey held at ST. JOHN'S NFL. Date. First Survey 6-10-42. Last Survey 27-10-42 19 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel S.S. "EMPIRE LEOPARD"

Tonnage { Gross 5676 / Net 3522

Nominal Horse Power 549

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— in Main Boilers 210 lbs

in Donkey Boilers

Vessel built at SEATTLE. WASH. By whom SKINNER & EDDY CORPN. When (Year. Month.) 1917-12

Engines made at -DO- By whom PUGET SOUND MCHY DEPOT. When

Boilers, when made (Main) (Donkey)

Owners MINISTRY OF WAR TRANSPORT. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers MARITIME SHIPPING & TRADING CO. LD. Port LONDON. Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.)

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100 A.1.		✠
RECLASSIFICATION		B.S. 5-41
CONTEMPLATED 1-42.		T.S. (cl) N. 8-40
EXAMINED 11-41		
FITTED FOR OIL FUEL		

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

Particulars of Examination and Repairs (if any) STEER^G ENG. RPRS.

(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 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? ✓

" " 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 ✓ 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 ✓

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

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

Is electric light and/or power fitted ✓

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 MP valve rod balance piston stack and cylinder barrelled.

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 cylinder removed ashore, rebored & new piston and rings fitted

General Observations, Opinion, and Recommendation:—

This vessel's machinery, as now seen is in safe working condition and eligible in my opinion to remain as now classed without fresh record of survey.

(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 3,34,

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

Survey Fee (per Section 29)	✓ £ : :	Fees applied for 10-10-42 19
Special ~~Damage or~~ Repair Fee (if any) (per Section 29.)	$36.00	
Travelling expenses (if chargeable)	$2.00	Received by me, 30-10-42 19

FEB. 18 DEC 1942

Committee's Minute

Assigned No action

T. S. Morris
Engineer Surveyor to Lloyd's Register of Shipping.

1P balance cylinder & liners refitted.
Steering engine found 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.G.
15/12/42