No. 18753

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

(Received at London Office 18 APR 1933)

port ..... 19 .... When handed in at Local Office 14-4- 1933 Port of Antwerp

ey held at Antwerp Date, First Survey 10-3-33 Last Survey 6-4-1933 (No. of Visits 6)

he Machinery of the ~~Wood, Iron or~~ Steel Twin S. "Leopoldville"

256 / 521 / 019 / 6 / 216 Cl

Vessel built at Hoboken By whom Société Anon. J. Cockerill When 1929-8

Engines made at Seraing By whom Sté A. J. Cockerill When 1929

Boilers, when made (Main) 1929 (Donkey) –

Owners Cie Nav. Belge (Lloyd Royal) Soc. An. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Agence Marit. Internationale Port Antwerp Voyage –

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

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 A1 with fuel 8-32		✠ L M.C. 8-29 C.L. 8-32. ~~✠ L M.C. 10-32~~
FITTED FOR OIL FUEL 8-32 D.P. ABOVE 150° F.		

No. ..... Port .....

of Examination and Repairs (if any) Condition + Palm oil installation

hen held, must be reported in detail and seriatim in the terms of the Rules. State clearly the ny, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on (the cause of which must be stated) should be separated from Repairs due to other causes; and t in the body of the report, should be briefly summarised at the end of the report. State also the any letters respecting this case. See letter dated 3/4/33 and 4/3/33

re the Surveyor has not made a special damage report he is required to state whether he es for this purpose, and why they were declined –

t made by anyone else? If so, by whom? –

ally go inside each Main Boiler separately and make a thorough examination at this time? no

" Donkey " " " –

te for what reasons? B. J. not due

oilers could not be thus thoroughly examined? –

in the absence of internal examination, were adopted by the self of the thorough efficiency of those parts of each Boiler? –

rnal examination of each boiler –

e the Safety Valves of the Main Boiler? – To what pressure were they afterwards adjusted under steam? –

e the Safety Valves of Donkey Boiler? – To what pressure were they afterwards adjusted under steam? –

all the manholes, doors and their fastenings of the Main Boilers? –, and of the Donkey Boilers? –

the drain plugs of the Main Boilers? –, and of the Donkey Boiler? –

all the mountings of the Main Boilers? –, and of the Donkey Boiler? –

n drawn and examined? no 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? –

nged? – If so, state reasons –

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? –

f Screw Shaft – State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

ete, state what arrangements have been made for its completion and what remains to be done Complete

: Vessel placed in dry dock. both propellers. after ends of stern
fastenings of sea connections exd.
rt and Start. fuel oil tanks are now to be used for
Palm oil in bulk on the homward voyages from the Congo.
dam has been built between the No. 1 and No. 2 fuel oil tanks.
ps, fittings and fittings have been installed and tested and are
nce with the requirements of the Society's Rules and fitted
faction of the undersigned surveyor and in accordance of
plans: No. 1495 - No. 1514 - 9c3. No. 1502. No. 1503.

ations, Opinion, and Recommendation:— The machinery of this vessel to

eration, 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 quired 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, or ✠ L.M.C. 9,11,

is in a safe working condition and eligible in our opinion
tinued as classed in the Society's Register Book without
survey and to have notation of fitted for carrying Palm oil
No. 1 St. and St. fuel oil tanks.

alterations £21 00 — Fees applied for 14-4- 1933

(if any) ..... £ : Received by me, 31-5- 1933

able) ..... £ :

W. McKillop & J. L. Rabaey
Engineer Surveyor to Lloyd's Register of Shipping.

ute

TUE. 9 MAY 1933 TUE. 27 MAR 1934

As now

TUE. 12 SEP 1933

FRI. 13 OCT 1933

TUE 19 DEC 1933

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

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

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