Rpt. 9. WRECK SECTION No. 50709.

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

(Received at London Office JUN -7 1940)

RETAIN 6 JUN 1940 HULL

Date of writing Report ..... 19 .... When handed in at Local Office ..... 19 .... Port of

No. in Reg. Book. 28402 / 9227 — Survey held at Goole — Date, First Survey 17.5.40 Last Survey 27.5.1940 (No. of Visits 8)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "LEO"

Tonnage { Gross 1140 / Net 637 — Vessel built at Stettin — By whom Stettiner Oderwerke — When (Year. Month.) 1908 –

Nominal Horse Power { 128 — Engines made at Stettin — By whom Stettiner Oderwerke — When 1908

No. of Main Boilers 2 — Boilers, when made (Main) 1908 — (Donkey) ✓

No. of Donkey Boilers ✓ — Owners Ellerman's Wilson Line, Ltd — Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Steam Pressure— in Main Boilers 180 lbs — Managers ✓ — Port Hull — Voyage ✓

in Donkey Boilers ✓ — # Surveyed Afloat ~~or~~ in ~~Dry Dock~~ Goole Docks. (State name of Dock.)

Last Report No. 50567 Port Hul

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		LMC
9,37		MS 11,33
Examined 3,40		BS 3,40
so Hull 2nd No 3 - 11,33		TS(OG) 5,38

Particulars of Examination and Repairs (if any) Blr. Rpr.

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? BS 3,40.

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

By 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) Efficient

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 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 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? ✓

Was 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.

Now Done:- At the request of Owners Superintendent attended on board vessel & made an examination of the Port Boiler Port C.C. back end plate.
The plate was found to be fractured in a more or less diagonal direction approximately 40" in length (see sketch).
The previous history of the plate in question can be traced from the attached sketch.
The affected portion of the back end plate has now been cut out through the stay holes as shown on the sketch and a new piece of plate welded in & 27 new stays fitted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in an efficient condition, & eligible, in my opinion to remain as 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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.) ✠LMC 140 lb., F.D., &c. CS 3,34,

RETAIN

Survey Fee (per Section 29) Int-Cert £ 3 : 3 : 0

~~Additional Survey~~ Repair Fee (~~if any~~) (per Section 29.) £ 6 : 6 : 0

Travelling expenses (if chargeable) £ : :

Fees applied for 6 JUN 1940 19 ....

Received by me, 19 ....

R. B. Stonehouse
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 14 JUN 1940

Assigned Defence

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

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

W40-01351/2

S.S. "LEO"

A further small fracture developed from one of the bottom stay holes as shown on sketch, extending 2½" from the stay hole vertically downwards.
The stay immediately below was removed & the fracture veed out to this latter stay hole & welded, & a new stay fitted.
On completion the boiler was hydraulically tested to 225 lbs □" & the repair found satisfactory.
One old stay broke under test & this has been renewed.
The boiler after test was emptied & examined internally & appeared satisfactory.
An Interim Certificate was issued to enable the vessel to proceed in loaded condition from Goole to Hull on one boiler and with the aid of a tug. A copy of this certificate is attached herewith.

A W Stonehouse

A fire box back plate (cracked) partly renewed.

It is submitted that this vessel is eligible to remain as CLASSED.

To complete the S.S. No 1 due 11.37, the steam pipe to be examined & tested.

13/6/40