

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

RETAIN

(Received at London Office)

JUN - 7 1940

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

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

28402 on the Machinery of the ~~Wood, Iron or Steel~~ s.s. "LEO"

227 } Gross 1140 Vessel built at Stettin By whom Stettiner Oderwerke When 1908
} Net 637 Engines made at Stettin By whom Stettiner Oderwerke When 1908

128 } Nominal Horse Power } Boilers, when made (Main) 1908 (Donkey)
} of Main Boilers 2 Owners Ellerman's Wilson Line, Ltd. Owners' Address _____
} of Donkey Boilers _____ Managers _____ Port Hull Voyage _____

196 lb. sq. in Main Boilers 196 lb. sq. in # Surveyed Afloat in Dry Dock Goole Docks (State name of Dock.)

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

Last Report No. 50567 Port Hull

Particulars of Examination and Repairs (if any) Bl. 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 details 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.

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

as 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?

Do you personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons? BS 3,40.

What parts of the Boilers could not be thus thoroughly examined?

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 the latest date of internal examination of each boiler. Present condition of funnel 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 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 the 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 the date of examination of Screw Shaft State the distance between lignum vitae 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?

Did you, 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.

How Done:- At the request of Owners Superintendent attended on board vessel & made an examination of the Port-Boiler Port-C.S.

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,

(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. 5,11, B.&M.S. 9,11, L.M.C. 9,11, or R.L.M.C. 140 lb., F.D., &c.)

so far as now seen, is in an efficient condition, & eligible, in my opinion to remain as classed, without fresh record of survey.

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Survey Fee (per Section 29) £ 3 : 3 : 0 Fees applied for _____

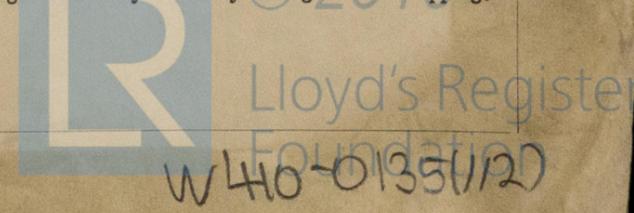
Repair Fee (per Section 29) £ 6 : 6 : 0 Received by me, _____

Travelling expenses (if chargeable) £ _____

Committee's Minute FRI. 14 JUN 1940

Assigned H Defence M

A. Stonehouse
Engineer Surveyor to Lloyd's Register of Shipping.



W 410-01351/20

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

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

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 vee'd 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 Gool to Hull on one boiler and with the aid of a tug. A copy of this certificate is attached herewith.

A. Stonehouse

RETAIN

A fire box back plate
(cracked) partly renewed.

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

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

13/6/40

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22.7.40