

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

16 MAR 1940

(Received at London Office)

MAR 18 1940

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

No. in Reg. Book. **28402** Survey held at **Hull** Date, First Survey **31.1.40** Last Survey **6.3.1940** (No. of Visits **12**)

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

Tonnage { Gross **1139.59** Net **637.3** Vessel built at **Stettin** By whom **Stettiner Oderwerke** When **1908**

Nominal Horse Power **128** Engines made at **Stettin** By whom **do.** When **1908**

No. of Main Boilers **Two** Boilers, when made (Main) **1908** (Donkey)

No. of Donkey Boilers **nil** Owners **Ellerman Wilson & Co. Ltd.** Owners' Address _____

Steam Pressure in Main Boilers **185 lb** Managers _____ Port **Hull** Voyage

in Donkey Boilers If Surveyed Afloat or in Dry Dock **Victoria Dk.** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) **L.M.C.**

(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 _____

CHARACTER, Date of last Survey and of Periodical Surveys.	Year and Month when last surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
100 H.I. 9.37		L.M.C.
55. Hul. 2nd N°3 - 11.33		MS. 11.33
		B.S. 2.38
		T.S. 06. 5.38

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? **yes**

Do the same for Donkey Boilers? **yes**

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. **Pat 13-2-40, Stbd 31-1-40** Present condition of funnel? **efficient**

Did the Surveyor examine the Safety Valves of the Main Boiler? **yes** 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? **yes**, 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? **yes**, 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 _____

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 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.

If so, did the Surveyor examine the generators, ~~motors~~, switchgear, cables and fuses? **yes**

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **To complete the survey the main steam pipes require to be examined and tested, Owners Supt. states this will be effected at first convenient opportunity.**

Previously examined
Sea connections, propeller, sternbush and outside fastenings (Please see previous Hull Rpt No 50177)

Now done

Main and auxiliary machinery opened, and an examination made of the main engine cylinders, pistons, valves, chests, rods, crank, main and bottom end bearings, Thrust shaft, block and shoes, intermediate shafting, shaft bearings

General Observations, Opinion, and Recommendation:— **The machinery of this vessel, so far as now seen, is in an efficient condition, and eligible in our opinion to remain as classed, and to have record of L.M.C. 3-40, on completion of survey, subject to the M.P. slide valve and false face being examined not later than 3-41.**

Survey Fee (per Section 29) £ **10 : 0 : 0** Fees applied for **16 MAR 1940**

Special Damage or Repair Fee (if any) (per Section 29) £ _____

Travelling expenses (if chargeable) £ _____

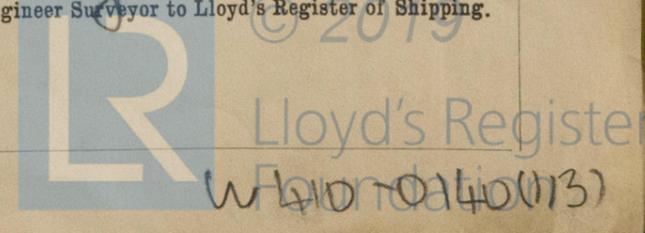
Received by me, _____

Committee's Minutes **FRI 29 MAR 1940**

Assigned **Deferred**

UNDERTAKING CASE **B.S. 40**

John Douglas
Engineer Surveyor to Lloyd's Register of Shipping.



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

(PART) main condensers, main and auxiliary pumps and pumping arrangements, dynamo and electrical installation, steering gear and windlass, the above found or placed in good order.

The Port and Stbd main boilers examined in their entirety together with safety valves and mountings, all found or placed in good order.

Main boilers examined under steam and the safety valves adjusted to the above stated pressure.

Main and auxiliary machinery, steering gear and windlass examined under working conditions and found satisfactory.

Dynamo governor tested and found in good order, the insulation resistance of the electrical installation tested and found satisfactory.

A $7\frac{1}{2}$ K.W generator and engine (ex "Spero") has been fitted in place of the existing generator, de-Gaussing equipment having been fitted, and the switchboard and a large proportion of the wiring have been renewed.

The main engine M.P. slide valve and false face are somewhat worn, and it is recommended that they be again examined not later than 3-41, considered efficient in the meantime.

Three tube stoppers (fitted as additional stiffening only) drum examined, found satisfactory and replaced. Tubes intact.
Repairs effected.

Stbd boiler, stbd b.b., port side knuckle built up on fire side, in way of wasted plate on water side. Water gauge columns removed and cleaned, pipes annealed and tested.

Attached main engine feed pump body (two pumps) and two feed pump rams renewed (presumed fractured by frost while laid up)

Two bilge pump rams and circulating pump (M.E) rod skimmed, neck-gland bushes renewed.

New steam and exhaust pipes fitted to dynamo engine
Various minor repairs effected

J.P.



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Lloyd's Register

Foundation

W410-01401213M

At due 2:39 keel.

No 1 due 11:37 partly hold

Completion is 14/1 Approved.

The MP Slide valve & cylinder face
are worn.

Minor repair

It is submitted that

this vessel is eligible for

THE RECORD *27/3/40*

This submitted that

and will be eligible

the record *27/3/40 when*

the steam pipes have
been examined & tested

GA

27/3/40



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Foundation

Leo

Particulars of Scuppers and Sanitary Discharge Pipes —

Particulars of Side Scuttles :

Particulars of Guard Rails :—

Particulars of Gangways, Lifelines, etc. :—

RETAIN

Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well						
Forward Well						

State position of each freeing port } After Well :—
(F. and A. position and height above deck edge) } Forward Well :—
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :—
Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead								
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead	
Bridge, Forward Bulkhead	
Forecastle Bulkhead	
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	
Exposed Machinery Casings on Super-structure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships ...	