

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

(Received at London Office TUE. 1 MAR. 1921)

of writing Report 26<sup>th</sup> Feb 1921 When handed in at Local Office 28<sup>th</sup> Feb 1921 Port of Leith  
in Book. Survey held at Leith Date, First Survey 10<sup>th</sup> January Last Survey 22<sup>nd</sup> Feb 1921  
798 on the Machinery of the Wood, Iron or Steel S.S. "Leo" ex "Phos" Master David B. Johnson  
Gross 1128 Vessel built at Stettin By whom Stettiner Oderwerke When 1908  
Net 648 Engines made at Do By whom Do When 1908  
Registered 103 Boilers, when made (Main) 1908 (Donkey)  
Main Boilers 2 Owners Pelletier Lines Ltd Port Voyage Mediterranean  
Donkey Boilers 185 If Surveyed Afloat or in Dry Dock West Pier & Alexandra  
Donkey Boilers (State name of Dock.)

at Report No. Port Particulars of Examination and Repairs (if any) Classification

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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? 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

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No or two liners? No or is it without liners? Yes

Has shaft now been changed? No If so, state reasons

Has shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

What is the distance between lignum vite of stern bush and top of after bearing of screw shaft? New cast iron bush fitted

Is Survey not complete state what arrangements have been made for its completion and what remains to be done? Complete

Cylinders, pistons, slides, pumps, condenser, cranks, thrust, tunnel & tail shafts: sea cocks & their connections examined & placed in good order:

Steam pipes taken down & tested by water to 55.5 lbs per sq in & found all in order

Chain boilers examined & put into a safe working condition: 2 furnaces of Port boiler jacked back: new ring fitted to starboard boiler bottom nozzle

door: boilers tested by water to 240 lbs per sq in and found in order: gauge glass column steam & water copper pipes taken off, cleared and

tested by water to 370 lbs per sq in. Safety valves adjusted under steam to above pressure

New cast iron stern bush fitted, and tail shaft after bearing, skimmed up in lathe: steering engine & windlass examined & found in order: 2 new cable

lines fitted to windlass: main engine holding down bolts examined & found all in order: pumping arrangements examined & found efficient: one new

General Observations, Opinion, and Recommendation:—

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, or L.M.C. 9, 11, 140 lb., E.B., &c.)

The machinery of this vessel is in good order, and eligible in my opinion to be classed L.M.C. 2.21, also record for tail shaft 2.21

Fee (per Section 28) £20 Damage or Repair Fee (if any) (per Section 28.) £20 Bill of Expenses (if chargeable) £25

Committee's Minute FRIDAY 18 MAR 1921 Signed L.M.C. 2.21

Received by me, 25 MAR 1921 D. T. Thomas Engineer Surveyor to Lloyd's Register of Shipping. TUE. MAY. 31 1921

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

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

6410-0189 W410-0189



