

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

JAN 30 1941

(Received at London Office)

Date of writing Report 23/1/41 1941. When handed in at Local Office 24 JAN 1941 Port of LIVERPOOL

No. in Reg. Book. 71243 Survey held at LIVERPOOL. Date, First Survey 15/11/40 Last Survey 14/1/1941 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron or Steel~~ S/S "LEONIDAS Z. CAMBANIS" Year. Month. 1917-5

Tonnage { Gross 4274 Net 2671 Vessel built at Sunderland By whom W. Pichergill & Co Ltd When 1917-5

Nominal Horse Power 475 Engines made at Hartlepool By whom Richardson Walcott & Co Ltd When 1917

No. of Main Boilers 3 Boilers, when made (Main) 1917 (Donkey)  Owners Here of the late L. Z. Cambanis Owners' Address ✓ Port Alexandra Voyage ✓

No. of Donkey Boilers 1 Managers ✓  Surveyed Afloat or in Dry Dock Alexandra Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) BS 1. 14/11/40

(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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

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 Mar 4/12/40. P.C. 15/11/40 Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb per sq in

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? Yes 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 an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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. Is electric light and/or power fitted? ✓

If so, 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. All boilers with their mountings doors & fastenings examined. The SV's of all boilers adjusted under steam as above.

Repairs. Port Boiler 1 hole stopper, Centre 3 & Main Blr 2, renewed. New tubes let available. Main Blr. l.c.c. renewed. Auxiliary circulating pump overhauled & put in good working order.

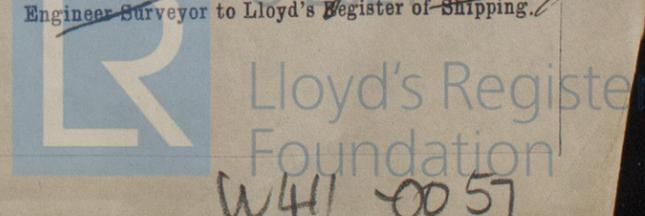
M.S. Not advanced at this time.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as (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 L.M.C. 140 lb., F.D., &c.) seen to be in good order & capable in our opinion to remain as classed, & to be kept free from of BS-1.41.

Survey Fee (per Section 29) BS. £ 4 0 0  
Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
Travelling expenses (if chargeable) £ : :  
Committee's Minute  
Assigned B.S. 1.41.

Fees applied for 24 JAN 1941  
Received by me, ✓

B. Norman Stuart Engineer Surveyor to Lloyd's Register of Shipping



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

Certificate required? If so, to be sent to

W41 0057

Noted.  
MS not advanced.

6/2/41

Handwritten notes on the left margin, possibly a signature or reference.

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