

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

(Received at London Office - 9 OCT 1939)

Date of writing Report 27/9/39 19 39 When handed in at Local Office 19 Port of Gibraltar  
No. in Reg. Book 28352 Survey held at Gibraltar Date, First Survey 25/9/39 Last Survey 26/9/39 19 39  
on the Machinery of the WOOD, IRON or Steel S.S. "LEDBURY" (No. of Visits 2)

Tonnage } Gross 3528 Vessel built at Rostock By whom Akt.Ges."Neptun" Year. Month. 1912  
          } Net 2186 Engines made at " By whom A.G."Neptun" When "  
Nominal Horse Power } 310 Boilers, when made (Main) --- (Donkey) ---  
No. of Main Boilers 2 Owners Alexander Shipping Co.Ld. Owners' Address ---  
No. of Donkey Boilers --- Managers Capper, Alexander & Co. (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 192 If Surveyed Afloat or in Dry Dock Afloat. Port London Voyage Mediterranean  
in Donkey Boilers --- (State name of Dock.)

Last Report No. 97780 Port --- Nwe

## Particulars of Examination and Repairs (if any)

(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?

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. Present condition of funnel(s)

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.

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.

S.S. "Ledbury" was surveyed whilst afloat at the Anchorage

for a defective main steam pipe.

Defect.  
4 3/4" dia copper Port main steam pipe, circumferential crack near the flange brazing adjoining the intermediate stop valve.

Repairs effected.  
Steam pipe disconnected and sent on shore. Broken pipe end and flange removed. Pipe annealed and flange brazed on. Lloyd's Rule test of 400 lbs (hyd) applied and found in good order. Distance piece in bronze cast machined and fitted to make up pipe length, 1 7/8". and tested with the pipe. 26.9.39.

## 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, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

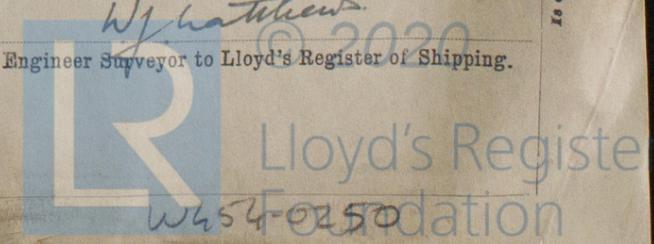
Recommended that she be allowed to proceed on her intended voyage.

Survey Fee (per Section 20) £ 5 : 0 : 0  
Special Damage or Repair Fee (if any) £ : :  
Travelling expenses (if chargeable) £ : 5 : 0

Fees applied for 26/9/19 39  
Received by me, --- 19 ---

W. Matthews  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 13 OCT 1939  
Assigned now



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

Steam pipe repaired

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

Y  
Kin

11.10.39



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