

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

(Received at London Office

5 MAY 1934

Date of writing Report Apr 24 1934 When handed in at Local Office Apr 24 1934 Port of New York
 No. in Reg. Book 28724 Survey held at Staten Island, N.Y. Date, First Survey Mar 29 1934 Last Survey Mar 29 1934
 on the Machinery of the Wood, Iron or Steel SS KARL LEONHARDT. (No. of Visits 1)
 Tonnage Gross 5150 Net 2991 Vessel built at Kiel By whom Howaldswerke When 1913-5
 Nominal Horse Power 320 Engines made at " By whom " When "
 No. of Main Boilers 2 Boilers, when made (Main) 1913 (Donkey) "
 No. of Donkey Boilers 1 Owners Leonhardt & Blumberg Owners' Address Port Hamburg Voyage "
 Steam Pressure in Main Boilers 213 Managers "
 in Donkey Boilers 120 Surveyed Afloat or in Dry Dock Krewer D D Co Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) fastenings etc

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.

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years assumed now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1 10.32		+LMC 7.30
SS Prop No 3 10.25		BS 11.33
SS & N No 1. 30		TSN 11.33
Carrying Petroleum in bulk.		
Fitted for oil fuel 5/13 F above 150°F.		

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? _____
 Do. " 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 _____
 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 Boiler? _____
 Did the Surveyor examine all the mountings of the Main Boilers? _____, and of the Donkey Boiler? _____
 Has screw shaft now been drawn and examined? No 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? No
 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 1/8"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Damage stated sustained by the vessel encountering heavy weather on Feb 25-26 27-28 & March 1st 1934 voyage from Philadelphia to San Pedro de Macoris.

Now done
 Vessel placed on dry dock, examined the propellers, fastenings of the stern bush & of the sea connections
 Chief Engineer reports bearing knocks at after end of vessel & it is recommended that tail shaft be drawn for examination.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is
(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, E.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)
legible in my opinion to remain as classed, without fresh record of survey subject to tail shaft being examined before proceeding on a voyage.

Survey Fee (per Section 29)..... £ :	Fees applied for
Special Damage or Repair Fee (if any)..... £ :	
Printing expenses (if chargeable)..... £ :	
	Received by me, _____

Committee's Minute NEW YORK APR 25 1934
 Signed Deferred

TUE. 26 JUN 1934
 TUE. 24 JUL 1934

W. W. Bamford
 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 _____