

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

(Received at London Office)

15 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 4 Last Survey Mar 29 1934
 on the Machinery of the Wood, Iron or Steel SS KARL. LEONHARDT. (No. of Visits 1)
 Tonnage Gross 5150 Vessel built at Kiel By whom Howaldswerke When 1913-5
 Net 2991 Engines made at " By whom " When "
 Nominal Horse Power 320 Boilers, when made (Main) 1913 (Donkey) "
 No. of Main Boilers 2 Owners Leonhardt & Blumberg Owners' Address Port Hamburg Voyage "
 No. of Donkey Boilers 1 Managers "
 Steam Pressure in Main Boilers 213 # Surveyed Afloat or in Dry Dock Brewer D D Co
 in Donkey Boilers 120 (State name of Dock.)

Last Report No. PortParticulars 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.

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?

Is 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

Is shaft now been changed? If so, state reasons

Is 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 states instance of 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 propeller, 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.)

fitable in my opinion to remain as classed, without fresh record of survey subject to tail shaft being examined before proceeding on a voyage.

by Fee (per Section 29) £ : Fees applied for
 Special Damage or Repair Fee (if any) £ :
 (per Section 29.)
 Selling expenses (if chargeable) £ :
 Received by me, £ 19

Committee's Minute NEW YORK APR 25 1934Signed DeferredTUE. 26 JUN 1934
TUE. 24 JUL 1934

Engineer Surveyor to Lloyd's Register of Shipping.

W. W. R. 2020

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Foundation

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