

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

19 MAR 1932

(Received at London Office)

Date of writing Report

When handed in at Local Office 15 MAR 1932

Port of London

No. in Reg. Book.

Survey held at London

Date, First Survey

Last Survey 12-3-32

(No. of Visits)

20795 on the Machinery of the Wood, Iron or Steel *St. Leonards*

Tonnage Gross 9947 Net 5664

Vessel built at Sydney

By whom Commonwealth Dockyard

When 1924 10

Nominal Horse Power 1205

Engines made at

By whom Australian Commonwealth Shipping Board

When 1924

No. of Main Boilers 653

Boilers, when made (Main) 1924

(Donkey)

No. of Donkey Boilers

Owners White Star Line

Owners' Address (if not already recorded in Appendix to Register Book.)

Port LONDON

Voyage

Steam Pressure in Main Boilers 220

Managers Geo Thompson & Co. Ld.

If Surveyed Afloat  in Dry Dock K.G. DK

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+10071 Shell Dk with 21 6.31		+LMC 9.28
SS New 21-29		BS 11-31
		+20405 21/11/31
		TSC 1 P 6.31
		S 9.30

Last Report No. Port

Particulars of Examination and Repairs (if any) *D. Skg.*

(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?

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? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *P. 3/32 5/8*

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done *Complete*

*Vessel placed in dry dock propellers outside fastenings & sea connections examined*

*A small crack was observed in one of the Starboard propeller blades this, in my opinion does not affect the efficiency of the propeller.*

General Observations, Opinion, and Recommendation:— *The machinery of this vessel as far as now seen is eligible in my opinion to remain as classed without fresh record.*

Survey Fee (per Section 29) £  
Special Damage or Repair Fee (if any) (per Section 29) £  
Travelling expenses (if chargeable) £

Fees applied for £19  
Received by me, £19

*Charles Hunter*  
Engineer Surveyor to Lloyd's Register of Shipping.

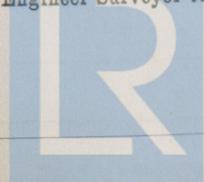
Committee's Minute

Assigned

*As now*  
*Shabcock*

WED. 30 MAR 1932

FRI. 1 JUL 1932



Lloyd's Register Foundation

If so, is the Report sent now, or when will it be sent?

10m 0.31 - Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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

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

Subject -

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Starboard screw shaft being examined  
at joint of liners before 9.32 and  
port screw shaft examined at  
joint of liners before 6.33.)

J.L.  
22/3/32.

SCREW SHAFTS FITTED  
WITH JOINTED C.L.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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