

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

(Received at London Office)

JUN 20 JUN 1911

Date of writing Report 19th June 1911 When handed in at Local Office Port of Belfast

No. in Survey held at Belfast Date, First Survey 24 June 1910 East Survey 9th August 1910
 (No. of Visits 15)

on the Machinery of the Wood, Iron or Steel "P. Leopoldville" Master W. J. W. W. W.

Gross Tonnage 622 1/2 Vessel built at Belfast By whom Harland & Wolff When 1908
 Net Tonnage 387 1/2

Engines made at Belfast By whom Harland & Wolff When 1908

Boilers when made (Main) 1908 (Donkey) ✓

Owned by Compagnie Maritime du Congo Voyage ✓

Surveyed Afloat or in Dry Dock Alexandra Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Aboard How expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>✓</u>		<u>✓</u>

East Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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? Report given also whether any damage report was made, and, if so, by whom? ✓

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

Do. " " Donkey " " " " ✓

When this was not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

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? Yes To what pressure were they afterwards adjusted under steam? 215 lbs

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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? No If so, state reasons ✓

Has the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? 8"

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

Damage stated to have been caused by grounding at Shebar River, W. Africa 23rd May 1910.

4 July 1911
 Now done: - All cylinders, slide valves, pistons, pumps, crank, thrust, tunnel and propeller shafting, all sea cocks, discharge valves, condensers, cross heads, connecting rods, valve gear, auxiliary machinery, pumping arrangements, main boilers and mountings opened out, examined, and the following repairs done. On conclusion of repairs, the machinery tried under steam.

The propellers examined; stern tubes cleaned out and painted; zinc plates on stern tube nuts renewed.

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. 9,05, B.&M.S. 9,05, or L.B.C. 9,05, 140 lb., E.D., &c.)

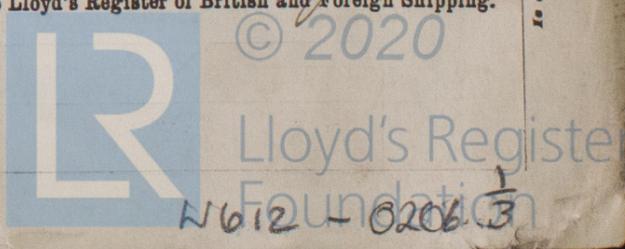
The above is reported for the information of the Committee.

Survey Fee (per Section 25).....	£		Fees applied for <u>26-8-10</u> Received by me, <u>2-9-10</u>
Special Damage Repair Fee (if any).....	£	<u>6:6:0</u>	
Travelling Expenses (if chargeable).....	£		

R. F. Beveridge
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. JUL. 25. 1911

Assigned



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

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

S.B. "Leopoldville"

48 zinc plate set pins on boxes, and 1 zinc plate renewed; steam tube glands repacked; one main circulating valve and spindle renewed & discharge pipe repainted; H. P. piston rods ground up in machine, new Lockwood & Carlisle's packing rings fitted, and ruffles at top & bottom of H. P. cylinder bored off; piston rods (H. P.) U.S. Patent packing overhauled & refitted; H. P. slide valve spindles ground up, and U.S. packing overhauled; the 1. P. 1. P² and L. P. pistons, and piston rod packings overhauled; 1. P. and 1. P² slide valve spindles packing overhauled; 2. P. slide valves & spindles overhauled; 1. P. and 1. P² piston valves and spindles overhauled; all shafting tested for alignment, bearing surfaces overhauled and adjusted; all crank pins, cross heads and connecting rods examined and their bearings overhauled; main condenser opened out, cleaned and tested by water, 3 tubes, and 6 zinc plates on condenser doors renewed; guide and thrust water service pipes off, cleared of sand, and refitted; all main engine shocks and holding down bolts examined, and caulked; main engine throttle valve spindle glands repacked; main circulating pumps opened out, castings cleaned & painted, and impeller spindles renewed, also its steam cylinders, pistons and valves examined; auxiliary feed pump opened up, examined and bucket ring renewed; main Port main feed pump opened up, examined, steam valve lined up, piston ring adjusted, P. Iron suction pipes renewed, copper suction pipe altered to suit, and supporting stay renewed; main feed, drinking and washing water filters cleaned and overhauled; auxiliary condenser examined, all tubes removed, cleared & tested, tubes refitted, and condenser fitted tested by water; auxiliary circulating pump examined, pump liner bored, bucket and rod renewed, gland rock bushes in pump cover bored out & discharge valve gear renewed; general service pump examined, 2 buckets and one delivery valve spring renewed; ballast pump examined and bucket rings renewed;

Sanitary donkey pump examined, and 16 metallic valves renewed; Evaporator examined, and sea suction pipe repaired; Electric G.H. Engine steam reducing valves opened out and overhauled; all main boilers opened out, cleaned and examined, several baffle plates to furnaces renewed, several small leaks in shell seams caulked, and lagging in way of same part renewed; all boiler man tops opened out, overhauled and refitted.

The workmanship, design, and materials used in the machinery, when examined, as above detailed, was found to be of the best description, and of Howland & Wolffs well approved standard type.

R. J. Pennington