

Belfast.

26th August. 1910.

Richard J. Beveridge

Messrs, Harland & Wolff, Lim., survey the machinery of the screw steamship "LEBBODVILLE" 6327 tons gross of Antwerp, while the vessel was lying in the Alexandra Dry Dock, Belfast, on the 24th June 1910 and subsequently, for the purpose of ascertaining the extent of the damage stated to have been sustained on the 23rd. May, 1910, by grounding at Shebar River West Africa, while on a voyage from Grand Bassan to Sierra Leone.

For particulars, see the Log Books.

The following examination, and repairs consequent upon damage sustained while the vessel was ashore, were recommended by the undersigned:-

Vessel placed in Dry Dock, Port and Starboard propeller shafts drawn in for examination, stern tubes cleaned out and painted, propellers refitted to shafts, 8 zinc plates on stern tube nuts renewed, 48 zinc plateset pins on bosses and 1 zinc plate ren., and stern tube glands packed; All sea-cocks and discharge valves opened out and overhauled, one main circulating discharge valve

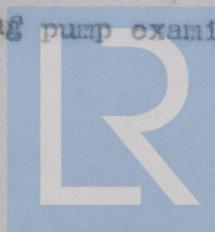


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and spindle renewed, and discharge pipe rejoined; All working parts of Main Engines opened out for examination, H.P. cylinders examined, piston rods ground up, and new Lockwood and Carlisle's packing rings fitted, ridges at top and bottom of cylinders bored off; piston rod packing (U.S.) taken down, overhauled and refitted; H.P. valve spindles ground up and U.S. packing overhauled; I.P.¹ I.P.² and L.P. cylinders opened out, pistons and piston rods packing overhauled; I.P.¹ and I.P.² slide valve spindle packing overhauled; L.P. slide valves and spindles overhauled; I.P.¹ and I.P.² piston valves and spindles overhauled; All crank, thrust and tunnel shafting opened out, tested for alignment, and bearing surfaces overhauled and adjusted; All crank pins, crossheads and connecting rods examined, and their bearings overhauled; Main condensers opened up, cleaned and tested by water, 3 tubes renewed; 8 zinc plates on condenser doors renewed; Guide and thrust water service pipes taken off cleared of sand and refitted; All Main Engine chocks and holding down bolts examined; All Main Engine air, feed, bilge and sanitary pumps examined; Main Engines throttle valve spindle glands repacked; Main circulating pumps opened up, casings cleaned out and painted and impeller spindle renewed, steam cylinders, pistons and valves examined; Auxiliary feed pump opened up, examined, and bucket ring renewed; Weir's port main feed pump examined, steam valve lined up, piston ring adjusted, cast iron suction pipe renewed; copper suction pipe altered to suit, and supporting stay renewed; main feed, drinking and washing water filters all cleaned and overhauled; Auxiliary condenser examined, all tubes removed, cleared and tested, tubes refitted and condenser tested; Auxiliary circulating pump examined, pump liner bored



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bucket and rod renewed, gland and neck bushes in pump cover bored out, and discharge valve guard 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 Light 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 mountings opened out and overhauled.

On completion of repairs, the machinery generally tried under working conditions.

The above recommendations were made in order to place the machinery of this vessel in a good and safe working condition as before the damage occurred.

R. J. Bennett

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