

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

(Received at London Office WED. DEC. 31. 1913)

Date of writing Report 27 Dec 1913 When handed in at Local Office 27 Dec 1913 Port of NEWCASTLE-ON-TYNE.

No. in Reg. Book. Survey held at Newcastle on Tyne Date, First Survey 22 Aug Last Survey 28 Dec 1913  
on the Machinery of the Wood, Iron or Steel 6 S. S. Leonard Master (No. of Visits 20)

Tonnage { Gross \_\_\_\_\_ Net \_\_\_\_\_ Vessel built at Birkenhead By whom Cammell Laird & Co. When 1914 7

Registered Horse Power { \_\_\_\_\_ Engines made at \_\_\_\_\_ By whom Cammell Laird & Co. When 1914 7  
No. of Main Boilers \_\_\_\_\_ Boilers, when made (Main) \_\_\_\_\_ (Donkey)

No. of Donkey Boilers \_\_\_\_\_ Owners \_\_\_\_\_ Port \_\_\_\_\_ Voyage \_\_\_\_\_  
Steam Pressure in Main Boilers \_\_\_\_\_ If Surveyed Afloat or in Dry Dock At Works of  
in Donkey Boilers \_\_\_\_\_ (State name of Dock.) Henry Watson & Sons

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) For 1 entry

Periodical Surveys, when held, must be reported in detail and serially 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.	Year and Month when last surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
✓		✓

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 Boiler?

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? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons  
Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?  
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

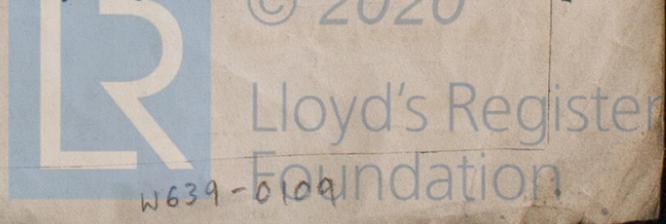
*Examined during construction an independent Twin Air Pump 20" dia, 16" stroke, 9 1/2" steam Cylinder, tested Cyl. to 330 lbs & tried Pump under working conditions by steam, same proved satisfactory; also examined a Centrifugal pump during construction, Cylinder 7 1/4" diameter, Impeller 36" dia, stroke of Engine 6", tested Cylinder to 330 lbs & worked pump by steam test proving satisfactory; also examined a combined Air & Centrifugal Pump, Cyl. 9 1/2" dia x 8" stroke, Impeller 27" dia Air pump 11" dia, tested Cylinder to 330 lbs, and tried Engine under working conditions by steam, test proving satisfactory, also a feed water filter, tested to 330 lbs & examined same found satisfactory*

General Observations, Opinion, and Recommendation:— *The whole of the above 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, 11, B.&N.S. 9, 11, or L.M.C. 9, 11, (40 lb., F.D., &c.)*  
*Auxiliary Machinery has been forwarded to Liverpool for fitting in the vessel*

Survey Fee (per Section 25) £ 5 : 5 : 0  
Special Damage or Repair Fee (if any) £ : :  
Travelling Expenses (if chargeable) £ : :  
Committee's Minute  
Assigned

Fees applied for DEC 30 1918  
Received by me, 18/3/14

*Wm Coomber*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



W639-0100

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

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