

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

(Received at London Office - 9 NOV 1943)

Date of writing Report Sept 1 1943 When handed in at Local Office Sept 1 1943 Port of New York  
 No. in Survey held at New York Date, First Survey Sept 1 Last Survey Sept 1 1943  
 Reg. Book 7533 on the Machinery of the Wood, Iron or Steel Y. S. S. Leonardo Da Vinci (No. of Visits 1)  
NOW NAMED EMPIRE CLYDE Year. Month.  
 Tonnage { Gross 7515 Vessel built at Spezia By whom Ansaldo San Giorgio When 1925  
 Net 4205 Engines made at " By whom Ansaldo Sampierdarena When 1925  
 Nominal Horse Power " Boilers, when made (Main) " (Donkey) "  
 No. of Main Boilers " Owners Ministry of War Transport Owners' Address "  
 No. of Donkey Boilers " Managers City Line, Ltd Port Monrovia Voyage "  
 Steam Pressure " If Surveyed Afloat or in Dry Dock Afloat, Pier 65 NR Particulars of Classification (which must be inserted  
 in Main Boilers " (State name of Dock.) New York precisely as in Register Book & Supplements).  
 in Donkey Boilers "

Next Report No. " Port "  
 Particulars of Examination and Repairs (if any) Completion of LMC

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.

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.

Has 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?

Did 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?

What is the 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 Boilers?

Has the 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 the shaft now been changed? If so, state reasons. Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the 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. Is electric light and/or power fitted?

When engine parts, when referred to by numbers, should be counted from forward. Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Is electric light and/or power fitted?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Now done:- The dynamo circuit breakers on shunt wound dynamos nos 1, 2, 3 & 4, 110 volts DC, 270 amperes; were adjusted and opened at 300 amperes on each dynamo. No 5, 110 volts DC, 400 amperes, was adjusted and opened at 440 amperes. (No 5 Compound wound)

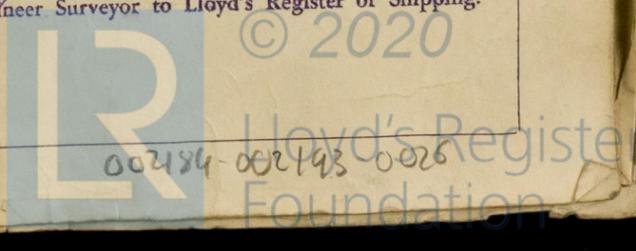
General Observations, Opinion, and Recommendation:-  
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.G.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in good condition and eligible in my opinion to be continued as classed without fresh record of survey.

Survey Fee (per Section 29) £ 7 : 15 : 00 Fees applied for Sept 1 1943  
 Special Damage or Repair Fee (if any) £ : :  
 (per Section 29.)  
 Travelling expenses (if chargeable) £ 2 : 00 : 00 Received by me Sept 21 1943

Committee's Minute NEW YORK OCT 20 1943  
 Assigned As now subject (See Bal. Rpt 1904)  
 Condition circuit breakers

J. A. Knorr  
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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