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No. C 218

Lloyd's Register of Shipping.

5 FEB 1943



Port BOMBAY.

27th OCTOBER 1941.

This is to Certify that

H. P. SOUTHWELL

the undersigned Surveyor to this Society did at the request of Manager's Superintendent and on behalf of the Ministry of War Transport, attend on board the steamer "LEONARDO DA VINCI" for the purpose of making a general examination of the machinery and boilers.

The main turbines are, so far as now seen, in a bad and inefficient condition. The blading requires to be largely renewed, the bearings require retapping, and the rotors need to be re-aligned. The starbd. M.P. turbine has been removed from the casing, and the casing has been blanked off. This rotor requires to be entirely rebladed and it is stated that the others are only a little better. Before any opinion can be given regarding the possibility of the vessel proceeding to another port for permanent repairs, all turbines will have to be opened up for inspection. This cannot be done until the port engine turning gear is repaired and refitted.

The four sets of turbo-generators will also have to be opened up for inspection and overhaul before the vessel sails, but only 3 of them may at present need repair at this port, this number being sufficient for a single voyage to a repair port

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ate is issued upon the terms of the Rules and Regulations of the Society, which provide that :—
Committees of the Society use their best endeavours to ensure that the functions of the Society are properly be understood that neither the Society nor any Member of any of its Committees is under any circumstances held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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S.S. "LEONARDO DA VINCI".

without passengers.

The vessel is stated to have commenced her voyage from Africa at a speed of about 10 knots, but that this fell to 6 knots after a few days. This reduction is largely due to leaking condensers and both of the main and also the auxiliary condenser, require to be opened up, repaired and made tight before sailing. This vessel has Yarrow water-tube boilers and the danger of them becoming salted up does not need to be emphasised in this report.

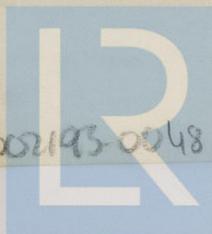
Between 40 and 50 tubes in the Yarrow boilers are now plugged, and many others were seen to be bulged and buckled. The boilers will have to be tested and made efficient before sailing. It is stated that there is an adequate supply of new tubes on board. All boiler mountings require to be overhauled. It is noted that these boilers are not at present fitted with automatic feed regulators.

The two small Scotch donkey boilers are stated to be in efficient condition, except for a fracture in the starboard furnace of the starboard boiler, which can be repaired by electric welding. They require to be cleaned and examined throughout with their mountings. The four feed heaters should be cleaned examined and tested.

Minor alterations will be required to the bilge suction arrangements in the stokeholds, before the vessel sails. The present suction boxes are set in inaccessible places in the tank top, and cannot readily be cleared at sea.

The insulated leads from the brine tank to the grids in the refrigerated chambers are stated to be in bad condition and these will be required to be examined and tested; and renewed as necessary, before the vessel can carry a full load of cold stores.

Most of the pumps will require to be overhauled and



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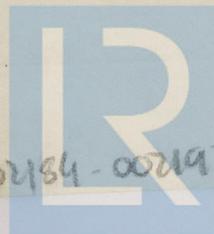
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S.S. LEONARDO DA VINCI

adjusted.

In the opinion of the undersigned Surveyer, it will require several months to carry out the necessary repairs to the main engines, in order to make this vessel efficient for an overseas voyage in all weathers, if the risk of her having to put in to a port of refuge for more repairs is to be avoided.

H. Southwell

Surveyer to Lloyd's Register.



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