

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 30 OCT 1948)

Date of writing Report 19 When handed in at Local Office 11 OCT 1948 Port of NEWCASTLE-ON-TYNE

No. in Survey held at South Shields Date First Survey 17/9/48 Last Survey 1/10/48 (No. of Visits 5)

14877 on the Machinery of the Wood, Iron or Steel S.S. 'SHEAF MEAD'

Gross 727H Net 645H Vessel built at Baltimore By whom Bethlehem Fairfield Shipyard When 1943

Engines made at Harrison N.S. By whom Worthington Pump & Machinery Co. When 1943

Boilers, when made (Main) 1943 (Donkey)

Managers W. & A. Souler & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Both. Port Newcastle Voyage

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

10091 6,47 LMC 6,47

(Classification Contemplated.) CL 5,47

Exam. 6,47

Fitted for oil fuel. W.T.B.

as a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Starboard only.

Donkey

this was not done, state for what reasons Port boiler surveyed at Belfast. Sept. 1948

what parts of the Boilers could not be thus thoroughly examined?

so 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?

date latest date of internal examination of each boiler Starboard. 24.9.48 Present condition of funnel Efficient.

the Surveyor examine the Safety Valves of the Main Boiler? Starboard boiler only. To what pressure were they afterwards adjusted under steam? 250 lbs. Sp. 220 lbs.

the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Starboard boiler only, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers? Starboard boiler only, and of the Donkey Boilers?

the screw shaft now been drawn and examined? No. 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?

the shaft now been changed? If so, state reasons

the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes.

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Now done :- Examined propellers and outside fastenings and found in efficient condition.

Starboard boiler examined internally and externally together with its manholes, sight holes, doors, mountings and fastenings, and superheat arrangements, and found or placed in safe working condition. Starboard boiler tested hydraulically on completion of repairs, examined under steam and both boiler safety valves adjusted to the above stated pressures. Oil fuel installation tested under working conditions, and a general examination made of the fuel tank valves, deck control gear, and oil discharge pipes between the pumps and furnaces (Continued.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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.M.S. 9,11, & L.M.C. 9,11, or

is eligible in my opinion to remain as classed with fresh record of B.S. 9,48,

as previously recommended.

Survey Fee (per Section 29) Comp. B.S. £ 5:0:0 Fees applied for Not yet

Special Damage or Repair Fee (if any) £ : Received by me, 10

Travelling expenses (if chargeable) £

Committee's Minute

Assigned

FRI 10 DEC 1948

B.S. 9.48

Lloyd's Register

Foundation

61685-010623-0246 1/2

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

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

S. S.

'SHEAF MEAD'

The fire extinguishing installation was examined by a representative of the Walter Hinde Co. Ltd. Certificate attached.

A new screw shaft has been placed on board at this time as spare.

Ident. marks on screw shaft verified with attached certificate.

W S T repairs :-

Starboard boiler :- 5 fire row of water tubes renewed.

Salinometer cock renewed.

Minor repairs effected to mountings.

SW.

SURVEYOR TO LLOYD'S REGISTER,
NEWCASTLE-ON-TYNE.