

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

(Received at London Office 16 SEP 1948)

Date of writing Report.....19..... When handed in at Local Office 15/9/48 Port of BELFAST

No. in Survey held at BELFAST Date. First Survey 3rd Sept Last Survey 10th Sept 1948
(No. of Visits Two)

877 on the Machinery of the Wood, Iron or Steel Steamship "SHEAF MEAD"

Gross 7271 Vessel built at Baltimore Md. By whom Bethlehem Fairfield Shipyard When 1943
 Net 4954 Engines made at Harrison N.J. By whom Warrington Pump & Machinery Co When 1943
 Nominal 668 MN Boilers, when made (Main) 1943 (Donkey)
 of Main Boilers 2 WTB (Spec) Owners Sheaf Steam Shipping Co. Ltd. Owners' Address Sheaf
 of Donkey Boilers Managers W. A. Senter & Co. Ltd. Port Newcastle Voyage ✓
 Steam Pressure 250 lbs If Surveyed Afloat or in Dry Dock afloat in Pollock Dk.
 in Main Boilers (State name of Dock.)
 in Donkey Boilers

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Survey (Including date of N.B., if any)
<u>100 AI</u> <u>(Classification Contemplated)</u>		<u>LMC 6.47</u>
<u>Examined 6.47</u>		<u>T.B.C.L. 5.47</u>
<u>200s.</u>		<u>WTB ✓</u>
<u>Fitted for Oil Fuel</u>		
<u>Carrier Steam</u>		

Particulars of Examination and Repairs (if any) Part B.S.

Special 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.

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? Part B.S. Yes.

Donkey " " " "

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?

State latest date of internal examination of each boiler Port Boiler 3rd September 1948 Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 250 lbs / sq.

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers?

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward. Is Complete for B.S.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done The Star'd Boiler and Superheater require to be surveyed together with mountings, manholes, doors, and fittings and safety valves on Star'd Boilers and Superheater adjusted under steam. It was stated by Owner Superintendent that the B.S. would be completed at Newcastle, to which port the vessel is now proceeding. Newcastle Surveyors notified.

New Done. Oil fuel installation tested under working conditions. C.O.2 Fire fighting equipment incl. Port Water Tube Boiler and Superheater examined throughout, together with mountings, manholes, manhole doors and their fittings, inspection holes and doors. About 25% of inspection doors removed. Later Boilers and Superheater examined under steam and Boiler Safety Valves adjusted to 250 lbs / sq. Superheater safety valve adjusted to 230 lbs / sq.

Other Repairs. Salinometer valve replaced by flanged Salinometer coil. Additional cleaning doors fitted to side casing plates.

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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

The Machinery of this vessel, so far as now seen, is in good condition, and eligible in my opinion to remain as now classed, and to receive fresh record of B.S. 9.48, when the survey has been completed.

Survey Fee (per Section 29) WTB & Supl. £ 6 : 0 : 0 Fees applied for 15/9/48
Special Damage or Repair Fee (if any) £ : Received by me, J. Wilson
Swelling expenses (if chargeable) £ : 19
Committee's Minute See NWC 105635
Signed See NWC 105635
Date FRI. 10 DEC 1948
Rpt. No. B/10/48
Lloyd's Register Foundation
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