

(Received at London Office. 27 AUG 1947)

No. 115429

# REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report... 10/6/1947. When handed in at Local Office... 17 JUN 1947. Port of London. No. in Survey held at London. Date, First Survey 2/5/47. Last Survey 6 June 1947. No. of Visits 12.

787 on the Wood, Iron or Steel. S.S. "SHEAFMEAD" (EX-SAMMEX). TONNAGE: GROSS 721971. Built at BALTIMORE Md. By whom BETHLEHEM FAIRFIELD SHIP. INC. When 1943. MONTH 10. Owners SHEAF S.S. Co. Ltd. Owners' Address. Managers W.A. SOUTERS. Port belonging to NEWCASTLE.

Surveyed Afloat or in Dry Dock? BOTH. Name of Dock GREENLAND, ROYALB, & MILWALL. Destined Voyage. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs.

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 to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 8 3/4 ins.

Was a damage report made by anyone else? if so, by whom? REPAIRS, OR EXAMINATION AS PER RULE, FOR G.E. & COMMENCEMENT OF S.S. & FBD. ASSIGNMENT.

NOW DONE FOR S.S. & G.E.: Vessel placed in dry dock, bottom & rudder cleaned, examined & re-coated. Rudder lifted & all bushes renewed, lignum vitae renewed as required.

Examined internally, fore peak tank, after peak tank, four forward deep tanks, deep tanks (P&S) in way h<sup>a</sup>A hold, dry tank below boilers (P&S), cofferdams (P&S) tank (S.S. only), domestic F.W. tanks in tween decks (P&S) cofferdams, and all found & placed in good condition.

Examined all holds & tween decks, machinery spaces, structures below boilers, accommodation & store spaces, chain locker & steering gear compartment found all in good condition.

Summary of Damage Repairs table with columns: Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Beams, Inner Bottom Plates, Dk. Plates, Other Items.

Present Condition of the Vessel table with columns: Bulkheads, Ceiling, Cement or Asphal, Rudder, Steering gear and its connections, Windlass, Have pumps been examined and found efficient?, Have Sluice Valves been examined and found efficient?, Have Watertight Doors been examined and found efficient?, Have Ventilators and their Coamings been examined and found efficient?, Air and Sounding Pipes, Doubling Plates under Sounding Pipes, Engine Room Skylights, Coal Bunkers, Openings, Covers, &c., Oil Bunkers, Scuppers, Cargo Hatchways, Hatches, Planking, Caulking, Treennails, Breasthooks & Stemson, Transoms, Pointers & Crutches, Timbers of Frame at openings, Stringers, Clamps & Shelves, Salting, Copper, or Y.M., Boats, Masts, Yards, &c., Condition, how ascertained, Equipment letter, Anchors, No. of, Cables, Chain Locker, Hawser & Warps, Standing and Running Rigging, Sails.

### General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1.38."

This vessel is in my opinion, eligible for the recommendation of 100 A.1 (Classification Contemplated) with record of docking 6.47 and the notations of "Examined 6.47" (valid for 12 months) and "SS LON-6.47" when the Special Survey has been completed. The following recommendations as subject to keel plate h<sup>a</sup>A & 'A' strake adjacent (S.S.), & contour plate being dealt with at Owner's convenience also to hinged h.T. door between E.P. & shaft tunnel being replaced by approved ground type operated from position above h<sup>a</sup>d. deck, & to Anchor & cables being tested by Lloyd's Proving House.

Fees applied for, 27 AUG 1947. Received by me, Surveyor to Lloyd's Register of Shipping.

Committee's Minute: Assign 100 A.1 classification contemplated 6.47 hrs Examined 6.47 LMC 6.47. Lloyd's Register Foundation logo and reference numbers.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

Steering gear & windlass stripped for examination, found good & re-assembled. Cables were ranged & examined - not yet tested by Lloyd's R.H. The following tanks were tested at this time found tight. - Fore Peak, After Peak, & No 1 & 2 double bottom tanks.

Examined decks, casings, hatchways, ventilators, skylights, scuppers, guard rails, bulwarks etc. & all found & placed in good condition.

Minor W. & T. repairs effected at this time.

YET TO DO FOR COMPLETION OF S.S.:-

All following tanks to be tested :- D.B.s Nos 2, 3, dry, 4 & 5, forward deep tanks, & midship deep tanks. F.W. tanks in tween decks.

Engine Room D.B. tank (P.S.) to be examined internally.

All anchors cables to be tested at Lloyd's Proving House.

Rigging to be examined & reported.

Scantlings to be verified and First entry Report submitted for the consideration of the Committee.

S.R. LIST

The following damages on shell were noted, permanent repairs deferred at Owners request, and to be carried out at Owners convenience. (No times or causes were stated). ① Keel plate No 4 (from aft) & A strake adjacent (B.S) ② Contour plate.

Minor indents on shell plating (P.S.) were also observed, & examined, but in my opinion they in no way affect the efficiency of the plating, it is recommended that they do not be held against vessels class.

A <sup>steel</sup> watertight door between E.R. & shaft tunnel is to be fitted, of sliding type operated from top gearing of E.R. by means of extended spindle shaft wheel, in place of hinged type now fitted. Owners state that new door, shafting etc is now on order.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

**ANCHORS.**

Number of Certificate.	Anchors.*	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge.....															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.

All anchors cables to be tested by Lloyd's Proving House.

Admiralty Circular No 101 dated 28/1/44:-

The requirements of this circular letter have been complied with in respect of this ship, wherever they are applicable.

F.B.D. Assignment :-

C.11. Report completed & C.H. (comp.), - Seeboard assigned at this time.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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