

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

(Received at London Office

27 AUG 1947

Date of writing Report 28-6-47 1947 When handed in at Local Office 27 AUG 1947 Port of London

No. in Survey held at London Date. First Survey 28-4-47 Last Survey 5-6-47 (No. of Visits 7)

Reg. Book. 6607 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. SHEAF MEAD ex SAMMEX

Tonnage { Gross 7219 Vessel built at Baltimore By whom Bethlehem Fairfield S/ys Inc When 1943 Month.
 Net 4380 Engines made at Harrison N.J. By whom Washington Pump & Mach When 1943
 Nominal 4454 Boilers, when made (Main) 1943 (Donkey)
 Horse Power }
 No. of Main Boilers 2WT Owners Sheep Skin Shipping Co. Ltd. Owners' Address _____
 No. of Donkey Boilers Managers W.A. Soale & Co. Ltd. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 250lb Port Newcastle Voyage _____
 in Donkey Boilers If Surveyed Afloat or in Dry Dock Both. Surrey Comm & R.A. Mks Eastern D.D R.A. Mks

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) LMC (Class Contemplated)
 Periodical 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.

On 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? yes
 " " Donkey " " "

If not, 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?

State latest date of internal examination of each boiler. Star 28-4-47 Port 16-5-47 Present condition of funnel (d) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 250 lbs. (230 spf)

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? yes 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? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? No 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 21-5-47 State the wear down in the pattern bush 5/32

Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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

NOW DONE. Vessel placed in drydock, propeller, stem-bush, screwshaft, sea connections & their fastenings examined. Screwshaft drawn & examined.
Main engine cylinders, valves, pistons, piston rods, crossheads & bearings, crank, thrust and intermediate shafts, bottom end & main bearings, holding down bolts, condenser (tested) and attached pumps, all examined found & placed in order.

All auxiliary pumps and dynamo engines, wash condenser (tested), steering engine and windlass, pumping arrangements all examined found & placed in order. Boilers examined internally and externally together with their safety valves, doors and mountings. Boilers examined under steam and safety valves adjusted to above pressure. Oil fuel installation examined & lalis under working conditions. Fire fighting apparatus examined.

Electrical installation examined throughout under working conditions, megger tested & found in good condition.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now seen is

(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.)
in efficient and good working order eligible in our opinion to be Classed and to have record of TS 5.47 and LMC 6.47

Survey Fee (per Section 29) LMC 42 0 0
 Special Damage or Repair Fee (if any) 5 0 0
 Travelling expenses (if chargeable) _____
 Fees applied for 27 AUG 1947
 Received by me, _____

Committee's Minute FRI. 12 SEP 1947
 Assigned LMC 6.47
5 (CH) 5.47

W. J. S. Jones
 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