

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 27 AUG 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 19
 Reg. Book on the S.S. SAMMEX "SHEAFMEAD" Tons { Gross
 Net
 Built at Bethlehem Fairfield S/Yd Inc Yard No. When built
 Engines made at Harrison N.J. By whom made Worthington Pump & Mach Engine No. When made 943
 Boilers made at Babcock & Wilcox By whom made Babcock & Wilcox Boiler No. When made 943
 Registered Horse Power MN = 668 Owners Sheaf & Co. Shipping Co. Ltd. Port belonging to Newcastle
 Nom. Horse Power as per Rule MN = 668 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which vessel is intended

GINES, &c.—Description of Engines: Triple Expansion Revs. per minute 76
 Dia. of Cylinders 24½ - 37 - 70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 14½ Crank pin dia. 14½ Mid. length breadth 31" Thickness parallel to axis
 as fitted 14½ Crank webs 9" shrunk Thickness around eye-hole
 Intermediate Shafts, diameter 13½" 13½" at journals Thrust shaft, diameter at collars 14½"
 as fitted 13½" as fitted 14½"
 Tube Shafts, diameter 15½" Is the tube shaft fitted with a continuous liner { Yes See Rpt 9
 as fitted 15½" as fitted 15½"
 Bronze Liners, thickness in way of bushes 25/32 Thickness between bushes 25/32 Is the after end of the liner made watertight in the
 as fitted 25/32 as fitted 25/32
 Propeller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive ✓
 If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube
 at No If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 117 sq. feet
 Propeller, dia. 18-6 Pitch 16-0 No. of Blades 4 Material Brass whether Moveable No Total Developed Surface 117 sq. feet
 Feed Pumps worked from the Main Engines, No. none Diameter 4½ Stroke 26 Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4½ Stroke 26 Can one be overhauled while the other is at work ✓
 Feed Pumps { No. and size 2 Pumps connected to the { No. and size 2 - 10x11x12 ✓ 2 M.E. name
 How driven direct acting steam Main Bilge Line { How driven direct acting steam
 Ballast Pumps, No. and size 2, 10x11x12 Lubricating Oil Pumps, including Spare Pump, No. and size ✓
 Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room 5 ? Sizes & positions ? number per hold & sizes
 In Pump Room ✓ In Holds, &c. ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 14" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 No. and size 2, 3½" 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line below
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate
 What Pipes pass through the bunkers none How are they protected ✓
 What pipes pass through the deep tanks none Have they been tested as per Rule ✓
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Engine Room Platform
 MAIN BOILERS, &c.—(Letter for record ✓) Total Heating Surface of Boilers 10232 sq. ft.
 Which Boilers are fitted with Forced Draft Yes, both Which Boilers are fitted with Superheaters both
 No. and Description of Boilers 2 Water tube Working Pressure 230 lbs. sq. in. @ Superheater outlet
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? ✓
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓
 Can the donkey boiler be used for other than domestic purposes ✓
 PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied ✓
 State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register
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During progress of work in shops - - -
Dates of Survey while building {
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts—Cylinders L.P 28/4/47 - H.M.P 1/5/47 Slides 28/4/47 - 1/5/47 Covers 28/4/47 - 1/5/47

Pistons 28/4/47 - 1/5/47 Piston Rods 28/4/47 - 1/5/47 Connecting rods 1/5/47

Crank shaft 28/4/47 Thrust shaft 1/5/47 Intermediate shafts 1/5/47

Tube shaft 21/5/47 Screw shaft 21/5/47 Propeller 21/5/47

Stern tube 2/5/47 Engine and boiler seatings 1/5/47 Engines holding down bolts 1/5/47

Completion of fitting sea connections
Completion of pumping arrangements
Main boiler safety valves adjusted 5-6-47 Thickness of adjusting washers 80 HT 371 AB 4
Crank shaft material Identification Mark 3/3 PJO 8/23/43 Thrust shaft material Identification Mark 212. 65 HT 300
Intermediate shafts, material Identification Marks AB'S 313 P.V. 6 Tube shaft, material Identification Mark 8/23/43
Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150° F. Yes
Have the requirements of the Rules for the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with
Is this machinery duplicate of a previous case Yes If so, state name of vessel
General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery has been examined and found in good order. Workmanship and materials appear to be good. The machinery is in an opinion eligible to be classed subject to the plans now submitted being approved.

Certificate to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee	£	When applied for,
Special	£	19
Donkey Boiler Fee	£	When received,
Travelling Expenses (if any)	£	19

Wm. Robinson for E.M. SELLEX
Engineer Surveyor to Lloyd's Register of Shipping.

Date 12 SEP 1947
See minute on fe. mach. rpl.
(The Committee's Minute)