

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office
 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 (Number of Visits 9)
 on the S.S. SAMMEX "SHEAFMEAD" Tons {Gross / Net
 Built at Bethlehem Fairfield S/ys 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 Sea Shipping Co. Ltd. Port belonging to Newcastle
 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Engines, &c.—Description of Engines: Triple Expansion Revs. per minute 76
 Dia. of Cylinders 24 1/2 - 37 - 70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 14 1/2 Crank pin dia. 14 1/2 Mid. length breadth 31 Thickness parallel to axis shrunk
 as per Rule 14 1/2 Crank webs 9 Mid. length thickness 9 Thickness around eye-hole
 Intermediate Shafts, diameter 13 1/2 at journals 13 1/2 Thrust shaft, diameter at collars 14 1/2
 as per Rule 13 1/2 as fitted 13 1/2 as per Rule 14 1/2 as fitted 14 1/2
 Tube Shafts, diameter 15 1/2 Is the tube shaft fitted with a continuous liner Yes See Rpt 9
 as per Rule 15 1/2 as fitted 15 1/2 Is the screw shaft fitted with a continuous liner
 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 per Rule 25/32 as fitted 25/32 as per Rule 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 Bronze whether Moveable No Total Developed Surface 117 sq. feet
 Feed Pumps worked from the Main Engines, No. none Diameter 4 1/2 Stroke 26 Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2 Stroke 26 Can one be overhauled while the other is at work No
 Feed Pumps { No. and size 2 Pumps connected to the Main Bilge Line { No. and size 2 - 10x11x12 ✓ 2 M.E. name
 How driven direct acting steam 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 ? Sigs + position ? 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, 3 1/2" ? 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 @ Superheat 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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Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts - Cylinders L.P 28/4/47 - HPMP 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

Boilers fixed

Engines tried under steam

Main boiler safety valves adjusted 5-6-47

Thickness of adjusting washers 80HT 371 ABΦ

Crank shaft material Identification Mark 3/3 PJB 8/23/43 Thrust shaft material Identification Mark 212. 65 HT 300

Intermediate shafts, material Identification Marks AB'S 313 Pv6 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 *yes*

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *yes*

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,	19
Special	£	When received,	19
Donkey Boiler Fee	£		
Travelling Expenses (if any)	£		

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

Date **FRI. 12 SEP 1947**

Committee's Minute *See minute on fe mach etc*

