

Ship's Name SS/MS "SHEAF ROYAL" LR. 532195.

Gross tons 12301 Port of Registry NEWCASTLE Port CARDIFF.

Date of build 11-53 Is there a rpt. 8? Yes Rpt. No. 12885

No. of visits 3 First date 10.12.65. Last date 14.12.65.

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 20/12/65 Surveyed at, if different from Port above -

Is a rpt. 9A attached? No MN 1550 Nature of survey DS:Repairs.

Survey fees £6-6-0 Damage fee Expenses 9/-

S.A. fee £5-5-0

DOCKING

Propeller Good Sea connections Oil gland-

Fastenings + Wear down of stern bush (if relined, state clearance before and after) 3/16"

Has screw/tube shaft been drawn? No Date of examn.

Has shaft been changed? Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner? Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves adjusted to { Sat Spt

Boiler securing arrangements

Main economisers

Steam heated steam generators

Forced circulating pumps

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

Exhaust gas heated economisers and their safety valves

Steam generator safety valves adjusted to

Funnel

Were oil burning system & remote controls examined in accordance with rules? ✓

I recommend that the machinery of this ship remain as classed with/without fresh record of

survey, subject to the sterntube and nut being specially examined and dealt with as necessary on the vessel's return to a European port and by the end of March, 1966 and to any outstanding condition of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Signature of Surveyor (A.R. Morton) Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

Deferred for op. csm. Subject. See B. Os 38715 011757-011765-0207 1/2

ALSO FOR

SPL FOR

NOTED BY TRO CLEARING mg

SRL ✓

POSTING

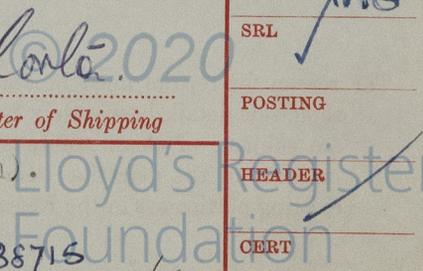
HEADER

CERT

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is



EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a	Generators	l	Generators & governors
b	Exciters		
c	Air coolers	m	Motors
d	Motors		
e	Air coolers	n	Switchboards & fittings
f	Control gear cables, etc.	o	Circuit breakers
g	Insulation resistance	p	Cables
h	Insulating oil test	q	Insulation resistance
i	Overspeed governors	r	Steering gear generators & motors
j	Magnetic couplings	s	Navigation light indicators
k	Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Now done for Temporary Repairs (Wear and Tear):-

The ballast water from the aft peak tank was found to be leaking heavily between the sterntube and its nut. The sterntube nut was found to have a sealing weld on to the face of the stern frame.

The end of the thread of the nut and the sterntube was found to have been sealed by a plastic composition which had largely broken away.

The vessel was in drydock for examination with a view to being purchased.

The representative for the former Owners stated that permanent repairs would be carried out by drawing the sterntube and building up the aperture in the sterntube etc., and this was agreed upon.

The representative of the future owners, however, stated that the vessel would miss a charter if time was spent on permanent repairs and requested that temporary repairs only be made to enable the vessel to make one voyage to South America before being drydocked for permanent repairs in a European port probably in Italy.

For temporary repairs the old plastic composition was removed from the after end of the sterntube and nut and replaced by a good thickness of "BELZONA" composition. The aft peak tank was filled on completion and no leakage found.

It is recommended that the sterntube and nut be specially examined and dealt with as necessary on the vessels return to a European port and by the end of March, 1966 meanwhile considered to remain efficient.

/Continued.....

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

Rpt. 9B (cont.)

Ship's Name SS/MS

"SHEAF ROYAL"

LR. 532195.

Port CARDIFF.

Rpt. No. 62885

Now done for Permanent Repairs (Wear and Tear);-

The cast iron stool for the ML turning engine was found to be broken in way of the bracket for the engaging worm bearing. A new steel fabricated bracket was made and attached to the cast iron stool by the "Metalock" process. On completion the turning gear was operated and the repair found satisfactory. It is submitted that this repair may be considered permanent.

This vessel has now been purchased by Messrs. Marutil Co. Naviera S.A., Panama and renamed "ATYS" of Piraeus.

Q. L. Monte.

