

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.

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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. M. M. M.



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