

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

MAY 30 1940

Date of writing Report 24-5-1940. When handed in at Local Office 24-5-1940. Port of Swansea

No. in Reg. Book 41009. Survey held at Swansea. Date, First Survey 6-5-40 Last Survey 20-5-1940. (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel "SHEAF MEAD"

Tonnage { Gross 5008
Net 3174. Vessel built at Port Glasgow. By whom R. Duncan & Co. Ltd. When 1924 2.

Nominal Horse Power 476. Engines made at Glasgow. By whom J. Ravan & Co. Ltd. When 1924

No. of Main Boilers 388. Boilers, when made (Main) 1924. (Donkey) ✓

No. of Donkey Boilers. Owners Sheaf Steam Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure 180lb. Managers W.A. Souter & Co. Ltd. Port Newcastle Voyage

in Main Boilers ✓

in Donkey Boilers ✓

If Surveyed Afloat or in Dry Dock (State name of Dock.) Sheaf Dry Dock

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 1,40		1- LMC 5,36.
SS. Shl. No 3-6,36		BS 5,39.
		TS (CL) 8,39.
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Last Report No. Port

Particulars of Examination and Repairs (if any) BS. 9 PART 7.5.

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

In 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 this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 Part 1 St. 6/6/40. Ctr

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 Lbs/sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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 screw shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

of M.S. (with date). Plans see previous reports.

Now DONE AS PART M.S.:- H.P., M.P. & L.P. valves, cranks of main engine opened up, examined. H.P. valve cylinder bored out & driven new piston valve complete, fitted. New piston valve fitted with Ross Phillips patent rings.

Now DONE FOR BS:- Main boiler examined internally & externally together with safety valves, doors, mountings and the safety valves afterwards adjusted under steam to pressures stated above.

REPAIRS:- Wastage on water side of centre furnace on the boiler on line of first two fuel up with electric welding. Centre boiler main stop valve spindle renewed. Rust repairs effected.

General Observations, Opinion, and Recommendation:- The machinery of this vessel 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, B. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or

LMC 140 lb., F.D., &c.)

now seen, is in efficient condition & eligible, in my opinion, to remain as classed with record of BS. 5,40 now and M.S. (with date.) on completion of Survey.

Survey Fee (per Section 29) BS £ 4:-:- Fees applied for 24-5-1940

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Received by me, 19

Committee's Minute

Assigned BS. 5,40

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W282-0080