

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

(Received at London Office)

8 NOV 1932

Date of writing Report 28/11/1932 When handed in at Local Office 28/11/1932 Port of London
 No. in Reg. Book 41534 Survey held at London Date, First Survey 31st Oct Last Survey 24th Nov 1932
 on the Machinery of the Wood, Iron or Steel Se SHELDRAKE (No. of Visits 4)
 Tonnage Gross 462 Vessel built at Lowestoft By whom Bolley Bros Ltd When 1920-10
 Net 195 Engines made at Sunderland By whom Mac Col + Pollock Ltd When 1920
 Nominal Horse Power 83 Boilers, when made (Main) 1920 (Donkey) 1920
 No. of Main Boilers 158 Owners General Stn Nav Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Port London Voyage
 Steam Pressure in Main Boilers 180 & Surveyed Afloat or in Dry Dock Blackwall Dry Dk Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 100 (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) AND DAMAGE AND COMPLING.

Periodical Surveys, when held, must be reported in detail and seriatim 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 summarized 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 Yes. Not required.

Was a damage report made by anyone else? If so, by whom? Mr Davies. Underwriters Surv.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No (partial)

Do. " Donkey " " " Yes. 8/11/32

If this was not done, state for what reasons? Main boiler previously examined.

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 180 lbs per sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 100 lbs per sq in

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

, and of the Donkey Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

, and of the Donkey Boiler? Yes.

Has screw shaft now been drawn and examined? Yes. 2/11/32 Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Fit. Bush rewooded

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

Now Done for Damage Stated to have been caused by vessel stranding on Haile Sands, Lincolnshire, on 15th October 1932 whilst on voyage from Goole to Poole. Temporary repairs had been carried out at Glimsley.

Vessel placed in dry dock, propeller and outside fastenings examined. Tail shaft drawn in and examined. Stern bush examined and rewooded. The main engine cylinders, pistons, valves, casings, covers; the crank and thrust shafts; the auxiliary pumps, their connections and pumping arrangement examined. The main steam pipe, removed, annealed, and tested by hydraulic pressure to 360 lbs per sq in and found satisfactory.

Now Done for Completion L.M.C. Tail shaft liner skimmed. M.P. piston faced. Fitting strips fanned on back of M.P. & L.P. slide valves. White metal ahead

P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

is now in safe working condition and eligible, in my opinion, to remain as classed and to have fresh record of +L.M.C. 10.32 as previously recommended in Glimsley Report No 18186 and to have notation of "Tail shaft seen" 11.32 CL

Survey Fee (per Section 29) £ : : Fees applied for :
 Special Damage or Repair Fee (if any) £ : : (per Section 29.) :
 Travelling expenses (if chargeable) £ : : Received by me, :
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Committee's Minute

Assigned

Robert Ree
 Engineer Surveyor to Lloyd's Register of Shipping.

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S. S. SHELDRAKECONTINUED

Faces of thrust shaft renewed. 2 large pump plungers
 skimmed and rebushed. Air pump head valve faces, studs
 renewed and guards faced. Copper main discharge pipe
 renewed. Auxiliary pumps overhauled, various repairs.
 Mountings of main boiler opened and examined. Blow down
 valve removed from main boiler, and end plate of boiler in
 way built up by E.W. All plain tubes of main boiler
 renewed. 6 Se stays in main boiler renewed, 2 lower manhole
 doors built up by E.W. and refitted. Main funnel renewed.
 The donkey boiler with doors, fastenings, mountings and
 safety valve examined throughout. Internal feed pipe repaired.
 The main and donkey boilers examined under steam and
 their safety valves adjusted under steam as above.
 Minor other repairs carried out.

R.R.



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