

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

(Received at London Office)

Date of writing Report Sept 13^d 1933 When handed in at Local Office Sept 13^d 1933 Port of LONDON
No. in Reg. Book Survey held at LONDON Date, First Survey 8 Sept Last Survey 15 Sept 1933
(No. of Visits Two)

34862 on the Machinery of the Wood, Iron or Steel SS SHELDRAKE
Tonnage Gross 463 Net 195 Vessel built at Sunderland By whom Bolby Bros Ltd When 1920-10
Engines made at Sunderland By whom MacCall & Piddock When 1920
Nominal Horse Power 83 Boilers, when made (Main) 1920 (Donkey) 1920
No. of Main Boilers 1 Owners General Str. Co Ltd Owners' Address Port London Voyage Coasting
No. of Donkey Boilers 1 Managers -
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Deptford Green (State name of Dock.)
in Donkey Boilers 100 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) BS

(Periodical Surveys, when held, must be reported in detail and serially 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

Do. " 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 Main & Donkey 8-9-33

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs

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? None and of the Donkey Boiler? None

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? 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? Yes 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.

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

now done - See main and donkey boilers, their doors, mountings and fastenings examined throughout, examined under steam and their safety valves adjusted as above.

General Observations, Opinion, and Recommendation:—

(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 I.L.M.C. 9,11, 140 lb., F.D., &c.)

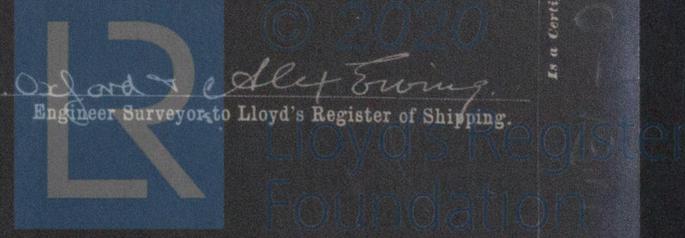
vessel is in order and eligible in our opinion to remain as at present classed with fresh record of BS 9.33.

Survey Fee (per Section 29) £ 19
Special Damage or Repair Fee (if any) (per Section 29) £ -
Travelling expenses (if chargeable) £ -

Fees applied for 19
Received by me Arthur W. Oxford & Edley Ewing

Arthur W. Oxford & Edley Ewing
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned



Has a Survey also been held on ship? If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to—