Rpt. 9.

No. 100835

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

(Received at London Office)

Date of writing Report 26 Th. Nov. 1934. When handed in at Local Office 26 Th. Nov. 1934. Port of LONDON.

No. in Reg. Book. 84853 Survey held at LONDON. Date, First Survey 26 Th. Nov. Last Survey 26 Th. Nov. 1934 (No. of Visits 0½.)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "SHELDRAKE".

Tonnage { Gross 462 / Net 195

Nominal Horse Power { 83

No. of Main Boilers 1 S.A.

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 180

in Donkey Boilers 100

Vessel built at Lowestoft By whom Colby Bros. Ltd. When 1920-10.

Engines made at Lincoln. By whom MacColl & Pollock When 1920

Boilers, when made (Main) 1920. (Donkey) 1920.

Owners Gemini Fishing Co. Ltd. Owners' Address Not recorded. (if not already recorded in Appendix to Register Book.)

Managers —do— Port London Voyage —

~~If~~ Surveyed ~~Afloat or~~ in Dry Dock Helen Dry Dk. (State name of 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 extinct	Machinery and Boiler Surveys (including date of N.B., if any).
Last Report No.	✠ 100 Al. 11.33		✠ L.M.C. 10.32
Port	S.S. Lon. 17.3-11.32		B.S. 9.33
	Cargo battens not fitted.		T.S.(CL) 11.32

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S. & T.S.

(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 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 " " " yes

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 boilers examd. 26/11/34.

Did the Surveyor examine the Safety Valves of the Main Boiler? yes. To what pressure were they afterwards adjusted under steam? Not adjusted.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boiler? 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 Boiler? yes, and of the Donkey Boiler? yes.

Has screw shaft now been drawn and examined? yes 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? two.

Has shaft now been changed? two 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 26/11/34. State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft close.

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

Is electric light ~~and/or power~~ fitted? yes.

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 the Safety valves of the Main & Donkey boilers require to be adjusted under steam. It is stated that this will be done at the earliest convenience.

FOR DOCK Vessel placed on slipways & propeller removed. Tailshaft & drain inboard for examination of stern bush drawn for renewing. Propeller, stern bush, stern tube, Tailshaft & liner, & all underwater fastenings examined & found & placed in good order.

Main & Donkey boilers, together with their mountings, opened out & examined in their entirety & found in good order.

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

(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, ✠ L.M.C. 9.11, or ✠ L.M.C. 140 lb., F.D., &c.)

Vessel, so far as now seen, is in good & efficient working order & is eligible in my opinion to remain as classed with fresh record of B.S. 11.34 & T.S.(CL) 11.34 on the completion of the Survey as above.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) (per Section 29.) £

Travelling expenses (if chargeable) £

Fees applied for 19

Received by me, 19

A. R. Sheddon.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Has a Survey also been requested and by whom? If so, is the Report sent now, or when will it be sent?

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

Insert Particulars of Machinery proved in the Register Book.

Dim.5.34—Transfer Ink.

(The Surveyor is requested not to write in or below the space for Committee's Minute.)

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