

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

(Received at London Office)

Date of writing Report 21-1-1937 When handed in at Local Office 19 Port of London  
 No. in Reg. Book 93750 Survey held at London Date, First Survey 12-1-37 Last Survey 20-1-1937  
 (No. of Visits three)  
on the Machinery of the Wood, Iron or Steel Sheldrake  
 Tonnage Gross 462 Vessel built at Lowestoft By whom Colby Bros Ltd. When 1920-10  
 Net 195 Engines made at Sunderland By whom MacCallum & Co. Ltd. When 1920  
 Nominal Horse Power 83 Boilers, when made (Main) 1920 (Donkey) 1920  
 No. of Main Boilers 1 Owners General Sir. Geo. G. H. Owners' Address London  
 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers Port London Voyage  
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock St Katherine's Dock  
 (State name of Dock.)  
 in Donkey Boilers 100

Last Report No. PortParticulars of Examination and Repairs (if any) B.S.

(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

" " " 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 12-1-37 Donkey 19-1-37

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 40'

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 100 40'

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? 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?

Has shaft now been changed? yes If so, state reasons

Has the shaft now fitted been previously used? yes 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 19-1-37 State the distance betweenignum vitæ 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

How done: Main and Donkey Boilers examined externally and internally together with mountings, doors and fastenings. Afterwards both boilers examined under steam and the safety valves adjusted as above.

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. 2, 11, B.&M.S. 2, 11, & L.M.C. 2, 11, or L.M.C. 140 lb., E.D., &c.)

as now seen is in my opinion in efficient condition and eligible to remain as classed with fresh record of B.S. 1-37.

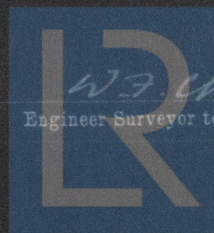
Survey Fee (per Section 29) £ 19 Fees applied for

Special Damage or Repair Fee (if any) £ 19 Received by me,

Travelling expenses (if chargeable) £ 19

Committee's Minute

Assigned



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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation