

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

(Received at London Office)

WFO. 14 MAY. 1924

Date of writing Report 12-5-24 When handed in at Local Office 12-5-24 Port of Leith

No. in Reg. Book Survey held at Burntisland Date, First Survey 21-3-24 Last Survey 21-3-1924 (No. of Visits)

40979 on the Machinery of the ~~Wood, Iron or Steel~~ Sc "SHEAF BROOK"

Tonnage Gross 2190 Net 1340 Vessel built at Burntisland By whom Burntisland S.B. Co. Ltd When 1924

Nominal Horse Power  Engines made at Sunderland By whom Macboll & Pollock Ltd When

No. of Main Boilers  Boilers, when made (Main) (Donkey)

No. of Donkey Boilers  Owners Leaf Stm. Shipping Co. Ltd (w. A. Souter) Port Newcastle Voyage

Steam Pressure in Main Boilers  If Surveyed Afloat or in Dry Dock 760 mgs Burntisland Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Sea connections

(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.)

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>100.A.I.</u>		
<u>with freeboard</u>		
<u>also contemplated</u>		

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?

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?

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

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

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

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? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? 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

Is the shaft now fitted new? 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?

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

Sea cocks & connections examined & found satisfactory. Sunderland surveyor advised.

## 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 L.M.C. 9,11, &c.)

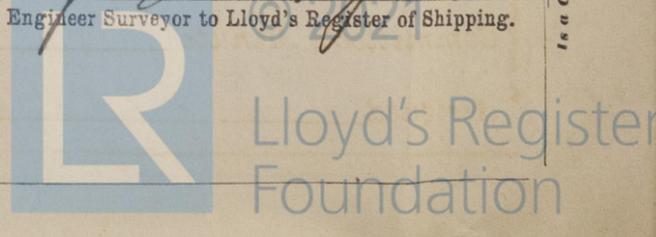
This vessel has now been towed to Sunderland to have the machinery placed aboard

Survey Fee (per Section 28)..... £	/	Fees applied for
Special Damage or Repair Fee (if any)..... £		19
Travelling Expenses (if chargeable)..... £		19
		Received by me,

R. J. Easthope  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 11 JUN 1924

Assigned See minutes on J.B.



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

W538-0495