

10 APR 1961

Rpt. 9

Date of writing report 30-3-61

Survey held at St. John's, NFL.

Received London

No. of visits 26

Port St. John's, NFL.

First date 26-1-61

No. 4469

Last date 1-3-61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 58259 S.S. "DASHWOOD"
Owners Wm. France, Fenwick & Co. Ltd. Managers
Engines made 1946 By N.E. Marine Engine Co. (1938) Ltd., Sunderland
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 220 lbs
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Damage repairs & ES
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Gross tons 2156 Date of build 1946
Port of Registry London (British)
Type T 3 Cyl. steam engine
Records of Survey & Special Notations as per Register Book

Hull		Machinery	
100A1		LMC	
SS	4-58	Engines	4-58
Docking	3-60	Boilers (M)	3-60
Classed	-47	CL	2-59
		st. pipes	7-45
		OF	9-52

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.G.)
1 Cyls., Covers, Pistons & Rods Good
2 Valves & Gears Good
3 Connecting Rods, Top Ends & Guides Side Good
Centre
4 Crankpins & Bearings Side Good
Centre
5 Journals & Bearings Good (shaft lifted)

~~MAIN ENGINE DRIVEN AIR COMPRESSORS~~
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

~~MAIN ENGINE DRIVEN SCAVENGE PUMPS~~
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

~~SCAVENGE BLOWERS~~
17 ~~SUPERCHARGERS~~
~~MAIN TURBINES~~
18 Casings, Rotors, Blading, Bearings & Thrusts

~~EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)~~
20 ~~STEAM COMPRESSORS~~
21 ~~CLUTCHES & HYDRAULIC COUPLINGS~~
22 ~~REDUCTION GEARING~~
23 THRUST BLOCKS, SHAFTS & BEARINGS Good
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS Good
26 CONDENSERS (MAIN & AUX.) Good
27 ~~STEAM RE-HEATERS~~
28 ~~DE-SUPERHEATERS~~
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS Good
31 ~~CRANKCASE DOORS & EXPLOSION RELIEF DEVICES~~

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, as far as now seen, is in good and efficient working condition, eligible in our opinion, to remain as classed in the Register Book, with fresh record of BS date and ES engines 2-61, when the survey has been completed.

Date of Committee TUESDAY 18 APR 1961

Decision See Week Rpt.

32 Essential Independent Pumps (Identify by position) (ps) auxiliary feed, general service, (2)-oil unit and main circulating pumps. condition good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers

36 Fuel Oil Coolers

37 Heaters (state service) Tested 12/60, exd. 2/61 Good

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety Devices - Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam? No

44 Steering Machinery Good

45 Windlass

46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) Star generator in its entirety, Good (ss middle platform aft)

ELECTRICAL EQUIPMENT	
PROPELSION -	AUXILIARY EQUIPMENT
Generators	Starb'd
Exciters	Generators & Governors Good
Air Coolers	Motors
Motors	Switchboards & Fittings Good
Air Coolers	Circuit Breakers "
Control Gear, Cables, etc.	Cables
Insulation Resistance	Insulation Resistance Good
Insulating Oil Test	Steering Gear Generators and Motors Good
Overspeed Governors	Navigation Light Indicators
Magnetic Couplings	
Air Gap	

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port & Starb'd boilers, internally & externally, DONKEY or PRESS

OVERALL parts, Good, dates seen P.6/2/61; S.16/2-61

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to Sat. 220 lbs.

Spt.

Boiler Securing Arrangements Good

Main Economisers

Stem-Heated Steam Generators

Stem-Heated Steam Generators

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Were Copper Pipes annealed?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

The vessel is reported to have loaded a cargo of pulpwood (part of which was stowed on deck) at Weymouth and Digby, N.S., and had departed from the latter port on the 10th January, 1961, for a port in Holland, via St. John's, NFL., for bunkers. The vessel arrived at St. John's, NFL., on the 14th January, and departed the next day to resume her intended voyage. Fresh water ran out of supply and salt water was used for boiler feed. On the 18th Jan. difficulties arose in the engine room, when the H.P. piston rod metallic packing of the main engine started to blow steam badly with considerable force into the engine room, apparently caused by the priming of the boilers. This caused damage to other moving parts of the engine; the crosshead bearings, guide shoes, connecting rod bearings and the main bearing lubricants being blown away by the force of the steam pressure. The starboard generator engine piston rod became loose in the piston due to water hammer. The vessel returned to this port for repairs on the 27th January, 1961, and reported having experienced extra heavy weather, losing a part of her deck cargo of wood.

IT WAS RECOMMENDED:- Main Engine

1) HP cylinder to be opened up, piston and rod to be withdrawn,

ES Survey fees \$202.50

Boiler survey 80.00

Damage fee 675.00

Expenses... 80.00

Date when A/c rendered 27-3-61

Port of St. John's, NFL.

Continuation of Ship/Mchy. Report No. 4469

Continuation of Report No.

dated 30-3-61

on the

on the S.S./M.S. "DASHWOOD"

IT WAS RECOMMENDED (Contd). MAIN ENGINE

1) rod to be checked in a lathe for truth, piston rod and packing to be dealt with as found necessary.

2) HP crosshead and connecting rod bearings to be opened up for examination, crosshead and crankpins to be polished, bearing to be refitted and adjusted.

3) All main engine moving parts connected to the crankshaft to be removed, crankshaft to be lifted, damaged main bearings to be examined and replaced and crankshaft refitted in good order. Crankshaft deflection readings to be recorded. Propeller thrust shaft alignment to be checked through to the crankshaft. On completion of the repairs, all moving parts to be assembled to the shaft in good order.

4) HP guide shoe to be removed for examination and bearing surfaces to be dealt with as found necessary. HP guide shoe to be replaced, and clearances checked.

5) Starboard generator engine piston rod loose in piston (water hammer) to be renewed.

6) Auxiliary condenser (reported leaking) to be tested and made tight.

7) Electric circuits, ground^s in the engine room and navigation lighting circuits to be made good.

8) From the examination made of the HP cylinder, (boiler priming), it was further recommended, that the remaining cylinders and valves of the main engine be opened up for examination and cleaning, etc.

9) Port & Starboard boilers to be opened up for cleaning and boiler survey.

NOW DONE:-

The following parts of the main engine opened up, examined and found or replaced in order:- H.P., I.P., L.P., cylinders, covers, pistons, piston rods, crossheads, guide shoes, connecting rods, top and bottom end bearings, eccentrics, eccentric straps, valves, valve rods, saddle brasses, link gear, M.E. pumps, pump rocker arm, shaft & bearings, thrust, crankshaft (lifted), journals with all main bearings, M.E. and thrust holding down bolts.

MAIN ENGINE RENEWALS:-

Main bearings, 6 bottom and 2 top shells remetalled, bearing refitted and crankshaft closed in order. I.P. and L.P. piston rods and metallic packing renewed. H.P. piston rod metallic packing renewed. H.P. and I.P. guide shoes remetalled. H.P., I.P. and L.P. quadrants honed true, tumbler block eyes machined true and brasses renewed. 12 - link brasses for valve gear built up with bronze welding, machined and refitted. Crosshead pins of valve gear machined true and bearings renewed. M.E. pumps, rocker arm shaft journals machined to true diameter and all bearing brasses renewed, four collar studs renewed. M.E. feed pump rams (2) renewed. M.E. bilge pump rams (2) machined to a true diameter. All rams (4) neck bushes and glands renewed. M.E. suction and delivery valve seats and valve discs machined and ground in as required. M.E. impulse valve spindle renewed.

MAIN BOILERS.

Port and starboard boilers opened up, cleaned and examined internally and externally over all parts together with principal mountings. The safety valves, superheater, main & auxiliary stop valves, starboard blow down and whistle valves opened up at this port in 12-60 (report no. 4467).

...Contd.

Lloyd's Register Foundation

Rpt. 2a Contⁿ. Sheet

Continuation of Ship/Mchy. Report No. 4469

Port of St. John's, NFL

Continuation of Report No.

dated 30-3-61

on the

on the S.S./M.S. - "DASHWOOD"

MAIN BOILERS (Contd):

The valves in question were found in order without further opening out, and the Owners Representative has requested that these items be accepted so that a fresh record of BS can now be assigned. In our opinion their request should receive the favourable consideration of the Committee.

BOILER REPAIRS:

Port Boiler port combustion chambers.

10 - superheater elements removed, cleaned, tested, examined and rejointed to headers.

Port boiler, centre combustion chambers.

5 - superheater elements removed, cleaned, tested, examined and rejointed to headers.

3 - plain tubes expanded, 1 - stay tube caulked.

Starboard combustion chambers.

12 - plain tubes expanded, 6 - stay tubes caulked.

Starboard boiler, port combustion chambers.

16 - superheater elements removed, cleaned, tested, examined and rejointed to headers.

1 - plain tube expanded.

Centre Combustion Chambers.

20 - superheater elements removed, cleaned, tested, examined and rejointed to headers.

18 - plain tubes expanded, 4 - stay tubes caulked.

4 - main stays (water end), nuts removed, stay caulked and nuts refitted.

Starboard combustion Chambers.

7 - plain tubes expanded, 2 - stay tubes caulked.

2 - main stays (water end), nuts removed, stay caulked and nuts refitted.

BOILER MOUNTINGS

Port boiler, blow down valve removed from boiler shell, valve seat machined, valve disc renewed, ground in, shell fastenings renewed and all replaced in order.

Starboard Boiler

Main and auxiliary feed check valves, seats and valve discs machined, ground in, valve spindles made workable in their glands and all replaced in order.

Scum valve, valve disc renewed, valve ground in and closed in order.

Starboard boiler, salinometer cock, removed from boiler shell, cock body machined true, plug renewed and all closed in order.

Boiler internal feed pipes. 3 - sections of piping renewed.

Main boiler uptake tube sheets.

p & s boilers, centre combustion chamber spaces, fractured tube sheets repaired by electro-welding. 24 - uptake tubes (port boiler) and 8 - uptake tubes (starboard boiler) caulked.

Miscellaneous valves.

Two main steam bulkhead stop valves, steam shut off valves to fan engine and auxiliary pumps,; Two steam mixing valves, one oil transfer pump and one general service pump, steam stop valves opened up, overhauled, examined and closed in order.

RENEWALS:

2 - Bulkhead stop valves, discs renewed. Fan engine valve discs renewed.

Auxiliary pumps, valve disc, seat & spindle renewed. Mixing valves (2) valve discs and seats renewed, valve spindles made workable in their glands. Fuel oil transfer pump stop valve completely renewed. General service pump valve disc renewed.

10 APR 1961

on the S.S./M.S. "DASHWOOD"

Starboard Generator engine: engine completely dismantled, all parts examined and closed in order. Piston rod renewed.

Auxiliary Condenser. Inspection doors removed, condenser tested for leakage, approx. 300 tubes removed, cleaned, replaced; fuerrels with metallic packing renewed. Condenser water end space piece renewed. On completion of repairs, condenser tested and proven tight.

Electrical circuits. All electrical circuits throughout ship "Megger" tested for grounded connections, all grounds made good in stern and navigation lights. Defective conduit and wiring in the engine room renewed, 3 fixtures repaired. On completion, circuits "Megger" tested and proven satisfactory.

Oil fuel unit steam trap, trap housing broken, and replaced by fitting a new trap.

F.W. Feed Tank opened up, cleaned out and closed in order.

Exhaust pipeline to evaporator, piping altered to allow additional supplementary feed supply to drain tank.

Feed water float control gear. Float gear dismantled and overhauled, automatic control cock repaired. All replaced in order.

Auxiliary feed pump opened up for examination and closed in order.

Renewals: 1 Pump bucket and rings renewed, spare shuttle valve and chest fitted.

Suction and delivery valves machined faced, valve lids ground in. Steam piston rings renewed. Pump tested under working conditions and in order.

General Service Pump examined and closed in order.

RENEWALS: Valve actuating gear and slide valve overhauled.

Bell crank/journals built up with E.W. and machined a true diameter; all pins and bushes renewed. 2 - (steam side) slide valves renewed; pump tested under working conditions and in order.

Main circulating water pump and engine, completely dismantled, examined, and closed in order.

RENEWALS:

Crankshaft journals and pins machined true diameter, bottom end and main bearings retalled and fitted to shaft. Impeller shaft and tail end bearing renewed. Shaft coupling bolt holes reamed out and all bolts renewed. Crosshead pin renewed and bearing refitted. Lub. oil pump chamber reamed out and steel plunger renewed. Water sealing rings on pump casing aligned to suit impeller clearances.

On the completion of the repairs, pump tested under working conditions and proven in order.

Oil Fuel unit pumps opened up for examination and closed in order. Pumps tested out together with hot oil lines and proven in order.

Also a number of other items of a minor nature carried out at this time.

On the completion of repairs, the main boilers were hydrostatically tested, proven tight, subsequently examined together with their safety valves under steam pressure and proven in order.

The main and auxiliary machinery tested out at a dock trial, and subsequently by running a sea trial, when all was found to be in good working order.

on the S.S./M.S.

"DASHWOOD"

FROST DAMAGE:-

7 broken steam radiators renewed, and 1 damaged radiator repaired; all fitted in place, tested under working conditions and proven tight.

Deck steam and exhaust lines, frozen pipe lines thawed out, two sections of copper piping renewed. All deck water lines thawed out, and all pipe lines tested under working conditions and proven tight.

Domestic F.W. pipe lines, poop deck, thawed out, two sections of pipe line repaired by welding, one branch piece renewed, pipes tested under working conditions and proven tight.

The foregoing repairs carried out to our satisfaction.

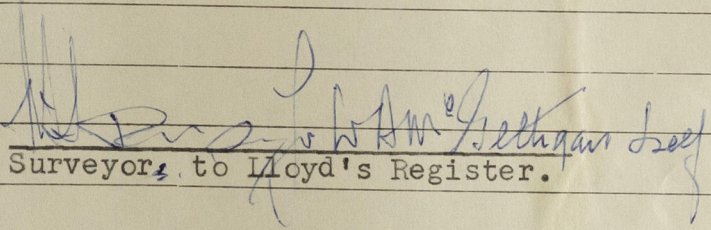
As a major overhaul was carried out on the main engines at this time, it is recommended that a fresh record of ES date be recorded when completed. The following items were not dealt with at this time; but it is understood that they will be dealt with upon the vessel's arrival in the United Kingdom.

- 1) Port generator and engine.
- 2) Evaporator.
- 3) Main condenser.
- 4) Valves, cocks, pipes and strainers of the pumping arrangements.
- 5) Oil transfer pump.
- 6) Oil fuel and steam smothering lines.
- 7) Fuel tank valves and control gear.
- 8) Ballast pipe lines and valves.
- 9) main steam pipes.
- 10) Windlass.

The pumping arrangements were tested out under working conditions and proven satisfactory.

Special Reasons List No. 179. "Spare propeller to be fitted by 8.60"

This item reported to have been dealt with while the vessel was in drydock at Quebec, P.Q., in late 1960.


Surveyor, to Lloyd's Register.



© 2021

Lloyd's Register
Foundation