

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.

No. 4469

First date 26-1-61

Last date 1-3-61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 58259 S.S. Name "DASHWOOD" Gross tons 2156 Date of build 1946
 Owners Wm. France, Fenwick & Co. Ltd. Managers - Port of Registry London (British)
 Engines made 1946 By N.E. Marine Engine Co. (1938) Ltd., Sunderland Type T 3 Cyl. steam engine
 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)

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.

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

- 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.C.)
- ~~PORT~~ ~~STARBOARD~~
- 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~~
- ~~SUPERCHARGERS~~
- ~~MAIN TURBINES~~
- 18 Casings, Rotors, Blading, Bearings & Thrusts
- ~~EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)~~
- ~~STEAM COMPRESSORS~~
- ~~CLUTCHES & HYDRAULIC COUPLINGS~~
- ~~REDUCTION GEARING~~
- 23 THRUST BLOCKS, SHAFTS & BEARINGS Good
- 24 INTERMEDIATE SHAFTS & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS Good
- 26 CONDENSERS (MAIN & AUX.) Good
- ~~STEAM RE-HEATERS~~
- ~~DE-SUPERHEATERS~~
- 29 STOP & MANEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS Good
- ~~CRANKCASE DOORS & EXPLOSION RELIEF DEVICES~~

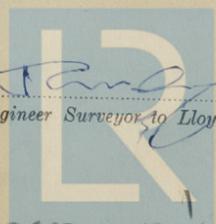
Have Main Engines been tested working and manœuvring? Yes

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 Wreck Rpt.

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping



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002647-002652-0010 3

If certificate is required state where to be sent

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.

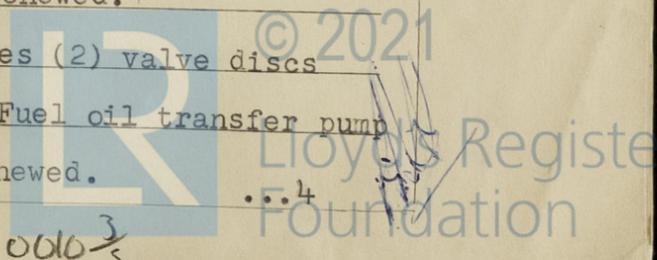
Miscellaneous valves.

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.



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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 remetalled 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.

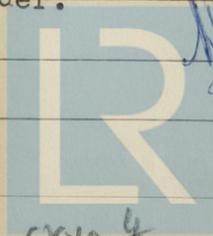
On the completion of the repairs, pump tested under working conditions and proven in order.

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.



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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.

[Handwritten Signature]
Surveyor, to Lloyd's Register.



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