

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

(Received at London Office)

29 APR 1947

of writing Report

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When handed in at Local Office

APR 28 1947

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Port of SunderlandSurvey held at SunderlandDate, First Survey Apr 17Last Survey Apr. 24 1947on the Machinery of the Wood, Iron or SteelDASHWOOD(No. of Visits 6)Gross 2156  
Net 1114Vessel built at Sunderland By whom J Crown & Sons Ltd When 1946Engines made at Sunderland By whom H E Marine Eng Co (1915) Ltd When 1946Boilers, when made (Main) 1946 (Donkey) —Owners Wm France Fenwick & Co Ltd Owners' Address

(if not already recorded in Appendix to Register Book.)

Managers

Port London

Voyage

If Surveyed Afloat or in Dry Dock Pontoon (Austin)  
(State name of Dock.) & afloat (South 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  
expired.Machinery and Boiler  
Surveys  
(including date of N.B., if any).Report No. — Port —Particulars of Examination and Repairs (if any) General Examination

General Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case. 7/9/46 Secretary's letter

Where cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined

Damage report made by anyone else? If so, by whom? ✓

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

" Donkey " " " ✓

Is not done, state for what reasons? ✓

Parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Date of internal examination of each boiler 18/4/47

Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler? No

To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes

, and of the Donkey Boilers? ✓

Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Surveyor examine all the mountings of the Main Boilers? No

, and of the Donkey Boilers? ✓

Shaft now been drawn and examined? No

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? No

Shaft now been changed? ✓ If so, state reasons ✓

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? ✓

Examination of Screw Shaft ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

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

Is electric light and/or power fitted? yes

Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

If any is not complete, state what arrangements have been made for its completion and what remains to be done.

NOTE:- Vessel placed on pontoon, propeller and outside fastenings examined and found in order.

It was ascertained from Owners superintendent that all machinery had given satisfactory service.

The following parts were opened up for overhaul and the opportunity was taken to examine same. HP & LP cylinders and pistons and immediate stop valve. Main Boilers were opened up for cleaning and both boilers examined internally with doors and fastenings and found in good condition.

One piston ring found slightly worn on forward side, this being noted in Observations, Opinion, and Recommendation:— (see continuation sheet)

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. 149 lb., F.D., &c.)

The machinery of this vessel as now seen is in order and reliable in our opinion to have Record of Examined 4.47

(per Section 29) £ : : Fees applied for  
— 19 —  
Damage or Repair Fee (if any) £ : :  
(per Section 29.)  
Expenses (if chargeable) £ : :  
Received by me, — 19 —

J. Greer  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 27 JUN 1947

Recorded See minute on SH.F.E. Rpt 34671.



attributed to the fitting of coach springs. These coach springs have now been replaced by a Cameron spring

All exposed working parts examined and as far as could be seen to be in good condition

Main and Auxiliary machinery examined working conditions and found satisfactory.

J. Guiver.

#### Electrical Installation:-

The electrical installation was examined throughout; the insulation resistance of all circuits was measured and found good; the generators were operated on load with satisfactory results. This equipment as now seen is in my opinion in good order and safe-working condition

S. D. Bram 25.4.47.



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