

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

(Received at London Office)

29 APR 1947

of writing Report

10

When handed in at Local Office

APR 28 1947

Port of Sunderland

Survey held at Sunderland

Date, First Survey Apr 17

Last Survey Apr 24 1947

(No. of Visits 6)

on the Machinery of the Wood, Iron or Steel

DASHWOOD

Gross 2156  
Net 1114

Vessel built at Sunderland By whom J Crown & Sons Ltd When 1946

Engines made at Sunderland By whom H E Marine Eng Co (1915) Ltd When 1946

Boilers, when made (Main) 1946 (Donkey) —

Owners Wm France Fenwick & Co Ltd Owners' Address —

Managers — Port London Voyage —

If Surveyed Afloat or in Dry Dock Pontoon (Austin's)  
(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 how expired.

Machinery and Boiler Surveys (including date of N.B. if any).

Report No. — Port —

Particulars of Examination and Repairs (if any) General Examination

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Machinery (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 M

In 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 ✓

Has 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Were any parts not done, state for what reasons? ✓

Were any parts of the Boilers could not be thus thoroughly examined? ✓

Were 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? —

What was the date of internal examination of each boiler? 18/4/47

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? NO

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? yes

, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? NO

, and of the Donkey Boilers? ✓

Has the 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

Has the shaft now been changed? ✓ If so, state reasons —

Has the 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? ✓

Has the examination of Screw Shaft been completed? ✓

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

Were the electrical parts, when referred to by numbers, should be counted from forward? —

Is electric light and/or power fitted? yes

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

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

Where the survey 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.

A 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, X L.H.C. 9,11, or L.H.C. 149 lb., F.D., &c.)

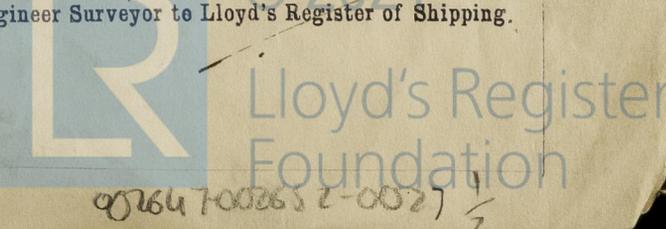
The machinery of this vessel as now seen is in order and suitable in our opinion to have Record of Examined 4.47

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

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

Committee's Minute FRI, 27 JUN 1947

Recorded See minute on SLD.F.E. RPA 34671.



00764 700065 2-0027 1/2

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

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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