

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

(Received at London Office

SEP - 9 1940

Date of writing Report 7/9/1940

When handed in at Local Office 7: 9: 1940

Port of PLYMOUTH.

No. in Reg. Book. Survey held at Dartmouth

Date, First Survey June 19 Last Survey Sep 5 1940

56777 on the Machinery of the Wood, Iron or Steel

ST "DENDADE"

(No. of Visits 3)

Tonnage { Gross 58

Net 18

Vessel built at Bowling

By whom Scott & Sons

When 1909 - 1

Nominal Horse Power { 0.0 R.P.

Engines made at Glasgow

By whom Gaudet & Gillespie

When 1909 - 1

No. of Main Boilers 1

Boilers, when made (Main) 1909

(Donkey)

No. of Donkey Boilers 1

Owners Torbay & Brixham Boating Co. Owners' Address

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

Steam Pressure in Main Boilers 130 lb.

Managers

Port Brixham

Voyage

in Donkey Boilers 1

Surveyed Afloat or in Dry Dock River Dart

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.
For Special Survey
Date of 1st Survey and of
Periodical Surveys.Assigned
now
extinct.Machinery and Boiler
Surveys
(including date of N.B., if any)

S.S. 100 A1

S.S. L.M.C. 12-37

FOR TOWING PURPOSES

BS. 12, 39

12, 37

CL. 1, 40.

S.S. DRT. 2nd No. 3-11, 33

S.S. DRT. No. 1-37

Last Report No. 7378 Port Ply.

Particulars of Examination and Repairs (if any) Repairs

(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.)

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?

" " 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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 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?

and of the Donkey Boilers?

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

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?

State date of examination of Screw Shaft

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

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

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

At the request of the Owners exam^t opening up and repairs to machinery.

How done: H.P. and L.P. Cylinders, pistons, valves and casings opened out and exam^t. Crank and thrust shafts exam^t and adjusted. Main engine pumps opened out and overhauled. Main steam pipes annealed and tested, Condensers exam^t and tested.

General Observations, Opinion, and Recommendation:—

The Machinery of this

(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, F.S.M. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb. F.D., &c.)

Vessel so far as seen is now fit to remain as classed without fresh record

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) £ 22 : 0.

Travelling expenses (if chargeable) £ 8 : 0

Fees applied for

7/9/1940

Received by me,

19

Committee's Minute

Assigned

TUE: 11 SEP 1940

As now

Thomas Miller

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W24-0038