

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

19 MAY 1950)

Date of writing Report 15th MAY 50 When handed in at Local Office D^o Port of SOUTHAMPTONNo. in Survey held at SOUTHAMPTON Date. First Survey 9th FEB^{ry} Last Survey 9th MAY 1950
Reg. Book 13480 (No. of Visits 9)13480 on the Machinery of the Wood, Iron or Steel T.S.S. "ISLE OF GUERNSEY"

Tonnage { Gross 2152 Vessel built at DUMBARTON By whom M^{rs} DENNY BROS LTD When 1930
 Net 834 Engines made at DUMBARTON By whom M^{rs} DENNY & BROS LTD When 1930
 Nominal Horse Power 9384 Boilers, when made (Main) 1930 (Donkey) -
 No. of Main Boilers 3 Owners BRITISH TRANSPORT COMMISSION Owners' Address -
 No. of Donkey Boilers - Managers - (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 lb^o Port SOUTHAMPTON Voyage -
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock N^o 3 DRY DOCK
 (State name of Dock.)

Last Report No. - Port -Particulars of Examination and Repairs (if any) COMPⁿ LMC, B.S. & T.S.

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.

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.

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? -

What parts of the Boilers could not be thus thoroughly examined? -

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? -

What was the latest date of internal examination of each boiler? 14th FEB^{ry} 1950

Did the Surveyor examine the Safety Valves of the Main Boilers? YES

Did the Surveyor examine the Safety Valves of the Donkey Boilers? -

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

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

Did the Surveyor examine all the mountings of the Main Boilers? YES

Has the screw shaft now been drawn and examined? YES Has it a continuous liner? NO Is an approved oil retaining appliance fitted at the after end? -

Has the shaft now been changed? NO If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 16th FEB^{ry} 1950 State the wear down in the bush P¹⁵ 5³/₃₂" Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

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

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

W DONE:- Vessel placed in Drydock. Propellers, stern tube & outside fastenings examined. Wear down as above. Sea valves & cocks turned up & examined, found or placed in good order. Port & starboard screw shafts drawn & examined, found satisfactory. Following parts of machinery drawn up & examined, found placed in good order:- Port HP & LP turbines complete, gearing complete; Thrust block, shaft, pads & bearings; Intermediate shafting & bearings; Air pump; main circulating pump; Port & starboard pumps, general service pump, bilge & ballast pump, two hydraulic pumps complete, lubricating oil pumps, port & starboard steam dynamo engines complete, windlass, steering engine, emergency generator engine; Port & starboard condenser examined tested; Sanitary pump, fresh water pump; main & auxiliary

General Observations, Opinion, and Recommendation:-

(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, BS 2,11, B&MS 2,11 or LMC 2,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel, so far as now seen, is in good & working condition, & eligible in my opinion to be classed with this Society, & to have record of WMC 1,79; T.S. 2,50; and S.S. 3,50

Fee (per Section 29) 250 LMC 86 0 10 BS 10 0 0 TS 3 0 0 Fees applied for 18/5/1950
 Damage or Repair Fee (if any) - Received by me, Robert W. Thompson
 Rolling expenses (if chargeable) - 19.

Committee's Minute TUES 13 JUN 1950

Signed Approved for comp M.S.

Int assign BS 2.50

S.2.50

002876-002882-0233

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Steam pipes over 3" bore examined & tested.

Pumping arrangements examined & tested. Watertight doors & found satisfactory.

Electrical equipment examined & tested as required by the Rules & left in good order.

Boilers examined in their entirety together with safety valves & principal mountings, all found or placed in good order.

Four & after boilers specially examined in way of end plate for & found continuing efficient: It is considered that item may not be deleted from the Special Re-examination List.

Boilers afterwards examined under steam & safety valves to the above stated pressure.

Oil fuel system tested under working conditions, valves & controls satisfactory, fuel oil pipes from pumps examined & joints tight.

Steam smoothing system tested & proved satisfactory.

Machinery tried under working conditions in completion & all left in good working order.

A number of minor repairs effected.

[Signature]



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