

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

No. 19802

(Received at London Office - JUN 1949)
 of writing Report 28-5-49 When handed in at Local Office 28-5-49 Port of Southampton

Survey held at Southampton Date First Survey 4-5-49 Last Survey 10-5-49
 on the Machinery of the Wood, Iron or Steel T.W. Sc. SS ISLE OF GUERNSEY (No. of Visits 4)

Gross 2152 Vessel built at Dumbarton By whom Wm. Denny Bros Ltd. Year. Month. 1930
 Net 834 Engines made at Dumbarton By whom Wm. Denny Bros Ltd. When 1930
 Main Boilers 3 Boilers, when made (Main) 1930 (Donkey)
 Owners British Transport Commission Owners' Address As recorded
 Managers English Channel Service Port Southampton Voyage English Channel Service
 If Surveyed Afloat or in Dry Dock Placed in 4° 4 D.D. & Afloat at Berth 4° 3 S ton Docks.

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Damage.

When held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly listed at the end of the report. State also the dates and initials of any letters respecting this case.

Where 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 Not required.

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?

Donkey " " "
 State for what reasons What 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?

Latest date of internal examination of each boiler

Surveyor examine the Safety Valves of the Main Boilers? Present condition of funnel(s) Good
 To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

Screw shaft now been drawn and examined? Std. Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? No

Oil retaining appliance fitted at the after end? Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft Std. Shaft. 4-5-49 State the wear down in the _____

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

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

Observations, Opinion, and Recommendation: Complete.

Request of the Owners Superintendent, attended on board the vessel as she lay placed in 4° 4 D.D. the 4th May 1949 and subsequently, on account of damage stated to have been sustained to Starboard Propeller, through the Propeller coming in contact with the Jersey Buoy, placed in Outer Dock, Southampton, on the 15th April 1949.

done:- Vessel placed in Dry Dock. The propellers, after ends of stern bushes, and the side fastenings of sea connections examined. Propeller shafts worn down measured and found to be as stated. Upon examination of Propellers, the Starboard Propeller was found to be damaged. The Blades were serrated, bent in way of tips and an area of approximately square inches was missing from the tip of one blade. The Propeller shaft was withdrawn board and examined. The R.B. compound with which the shaft was coated between the forward & after liners was found to be loose and fractured. The lignum-vital bush in way of the forward end was found to be burned. Repairs. New done:- The Propeller shaft cleared, examined and tested for alignment by means of a clock gauge, and found satisfactory. The shaft was recoated.

The machinery of this vessel as now seen is good and safe working condition and is eligible in my opinion to remain as previously recommended and to have the notation Starboard Tail Shaft seen

CHARACTER.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.E., if any)
for Special Survey.		
Date of last Survey and of Periodical Surveys.		
(Classification Contemplated for restricted service)		

(per Section 29) £ : : Fees applied for 31/5/49
 Damage or Repair Fee (if any) £ 3 : 3 : -
 Expenses (if chargeable) £ : :
 Received by me, _____ 19 _____

G. M. Macdonald
 Engineer Surveyor to Lloyd's Register of Shipping.

Owner's Minute FRI 29 JUL 1949
Deferred for Comp. M.S. but: Std. S. 5.49

Lloyd's Register Foundation
 002876-002882-0244

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

S.S. ISLE OF GUERNSEY. contd.

with R+B. Compound between the Forward and after lines. The Forward Stern Bush re-wooded (Top & bottom) and the bottom half of the After stern bush was rewooded, and the Spare Propeller (Bronze 3 Bladed) was fitted.

G. M. Macdonald.



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